

The Hong Kong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FAIR
Barometer 30.02

November 24, 1914. Temperature 6 a.m. 70. 2 p.m.

Humidity " 80,

November 24, 1913.

Temperature 6 a.m. 68 p.m. 72

Humidity " 70 " 65

296 晚七十年寅甲

TUESDAY, NOVEMBER 24, 1914.

二中華 晚七十年寅甲

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

BRITISH AVIATORS' DARING FEAT.

BOMBS DROPPED ON ZEPPELIN FACTORY DO SERIOUS DAM. GE.

German Submarine Founders After Being Rammed.

[Reuter's Service To "The Telegraph."]

German Submarine Accounted For.

Nov. 24, 1.10 a.m.
The Admiralty announces that a British patrol vessel rammed the German submarine U18 off the north coast of Scotland to-day. An hour later the submarine was seen on the surface flying the white flag, and she foundered as the destroyer Garry arrived. The latter rescued 26 of the crew. Only one was drowned.

[The Garry, which has a speed of 26.51 knots, has a specially designed stern which has resulted in increased speed with the same engine power. She originally carried the armament of the 30-knot type of destroyer, but three 8 cwt. 12 pr. quick-fires have been substituted for the 6 pr. quick-fires.]

British Aeropanists' Daring Feat.

Nov. 23, 7 p.m.
In the House of Commons Mr. Churchill read a written statement to the effect that Squadron Commander Briggs, Flight Commander Babington and Flight Lieutenant Sippe flew from France to the Zeppelin factory at Friedrichshafen. They descended to within close range, under a heavy fire from guns, quick-fires and rifles, and threw bombs.

Commander Briggs a Prisoner.

Commander Briggs was shot down, wounded, and taken to hospital as a prisoner; the others returned safely to France.

Bombs Seriously Damage Zeppelin Factory.

Although the flying machines were damaged by gunfire, the officers report positively that all their bombs reached their objective, doing serious damage to the factory.

Fruitless Mutual Attacks in Argonne.

Nov. 24, 1.25 a.m.
A Paris official message of yesterday evening's date says: "Cannonades continued to-day in the vicinity of Soissons and Rheims. Attacks on both sides, in Argonne, were without result."

No Tax Complaints.

Nov. 24, 12.10 a.m.
In the House of Commons, the Hon. Mr. E. S. Montagu referred to the total absence of complaint on account of the new taxes. We had reason to be proud, he said, of the manner wherein all classes met the sudden call, and this augured well for our success.

Violent Cannonading Resumed.

Nov. 23, 5.15 p.m.
A Paris communiqué states that yesterday was marked by violent cannonades. The enemy directed his fire especially on Ypres, where the belfry of the Cathedral, markets and many houses are on fire, also on Soissons and Rheims.

We had a warm day in Argonne, where the enemy made a number of the hottest attacks, which were repulsed.

There has been no change on the rest of the front.

(Official Telegram from British Foreign Office.)

German Press Campaign Recalls.

London, Nov. 22, 12.35 a.m.
The German Press Bureau is beginning to realize the ineffectiveness of the German press campaign.

The Berliner Tageblatt and the Cologne Gazette alike seem to understand that the German campaign has merely tended to alienate the sympathy of neutrals.

No Tea Exports.

The British Government has decided to forbid the export of tea.

Our Gallant Army.

In a Special Order issued by Sir John French, the Commander-in-Chief pays a magnificent tribute to the gallantry of the British troops and to their tenacity, especially under tremendous artillery fire.

"Its courage and endurance," says Sir John French, "is beyond all praise. It is an honour to belong to such an Army."

TO-DAY'S WAR TELEGRAMS.

Further German Atrocities.

The Belgian Commission of Inquiry has published its report on the German atrocities in the village of Andenne, where about 300 inhabitants were brutally murdered, 300 houses burnt and the remainder pillaged.

It is definitely established that the civil population committed no acts of hostility against the Germans.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Austrians Forced to Evacuate New Sandec.

Nov. 23, 8.35 a.m.

Reuter's correspondent at Petrograd wires that an official report says the fighting between the Vistula and the Warta continues with supreme determination.

There is no essential change on the Ossietzkoowa-Ucracow front. The Austrians in Galicia have evacuated New Sandec, under Russian pressure.

Only Twenty-six of De Wet's Rebels Left.

Nov. 23, 3.35 a.m.

Reuter's correspondent at Pretoria reports that an official message states that Loyalist troops are hotly pursuing the rebel leader De Wet and twenty-five men, who are all that now remain of his command.

Germans Bombard Ypres.

Nov. 23, 9.15 a.m.

An official communiqué issued at Paris in the evening states:—The Germans violently bombarded Ypres on Sunday, the markets and town hall being destroyed.

A rather heavy bombardment took place in the region between Soissons and Vailly. Elsewhere there was nothing noteworthy.

GERMANY'S WAITING FLEET.

Some Surprises Alleged to be Preparing.

cannot "punderize Prussian militarism," and not until that is accomplished can we have peace.

But although the bashfulness of the German Fleet is quite in accordance with history and expectation, and although the enemy's use of guerrilla tactics was fully anticipated, various theories are being put forward to explain it. One of these is that Germany is rushing her new ships towards completion, and will hazard the cast of the die in the North Sea as soon as they are ready.

Fully to appreciate the value of this theory it is necessary to go back to the date of the declaration of war, and to see how the fleets then stood as regards possible reinforcements. In actual completed Dreadnoughts we had 29 to Germany's 17, and the following shows the vessels of this type which were in hand on August 4th:

1.—Completing Afloat in Britain.

Emperor of India, 25,000 tons, 10 13.5in. guns.

Benbow, 25,000 tons, 10 13.5in. guns.

Tiger, 28,000 tons, 8 13.5in. guns.

Queen Elizabeth, 27,500 tons, 8 15in. guns.

Warspite, 27,500 tons, 8 15in. guns.

(a) Reshadieh, 23,000 tons, 10 13.5in. guns.

(a) Sultan Osman I, 27,500 tons, 14 12in. guns.

In Germany.

Koag, 26,575 tons, 10 12-inch guns.

Crosser Kurfurst, sister ship.

Markgraf, sister ship.

Königprinz, sister ship.

Deshalb, 28,000 tons (?), 8 12in. guns.

Lützow, 28,000 tons (?), 8 12in. guns.

II.—On the Stocks.

In Britain.

Valiant, 27,500 tons, 8 15in. guns.

Barham, sister ship.
Malaya, sister ship.
HMS Sovereign, 25,500 tons (?), 8 15in. guns.

Royal Oak, sister ship.

Revenge, sister ship.

Ramillies, sister ship.

Resolution, sister ship.

(b) Aln Lio, 23,000 tons, 10 14in. guns.

(b) Aln Cochrane, 28,000 tons, 10 14in. guns.

In Germany.

Ersatz Worth, 7 tonnage, 8 15in. guns.

Ersatz Hertha, 7 tonnage, 8 12in. guns.

(c) Salamis, 19,500 tons, 8 14in. guns.

(a) for Turkey, (b) for Chili,

(c) for Greece.

The above does not include the ships of the current programme (four British and two German); but it is evident from this that time is on the side of Britain. The mere counting of heads will not give a correct idea of the state of affairs.

Where Germany may be able to utilize delay for the improvement of her position is in torpedo-attack. The Vulcan Works and the firms of Krupp and Schichau have reached a high pitch of efficiency in turning out destroyers, and in recent years the average rate of construction in Germany has been far more rapid than here, the 10 mil. lvs. being from 21 to 24 months for our boats, and from 12 to 15 for Germany's. The Reichstag recently expressed its willingness to vote credits immediately for an emergency programme including six divisions of destroyers (which may mean either 36 or 72 boats), and there is little doubt of the ability of the firms named to turn out at least the smaller number in less than twelve months. Of Germany's capacity for submarine construction little is known. The Navy Law Amendment of 1912 contemplated the building of six boats a year, and so far only two yards have engaged in this work—Krupp's, at Kiel, and the Imperial Dockyard at Dantzig.

Another suggestion, put forward with some show of authority, is that German battleships have been taken in hand with a view to the replacement of their original armaments by guns bigger and more powerful than anything there is in the British Fleet. It seems almost unnecessary to point out that the guns of warships are not field guns that can be trundled a-hore and replaced by bigger weapons at an hour's notice.

So far from this being the case, the gun, both individually and collectively, form one of the most important influences in the general design of the ship. The train caused by their discharge can be accurately calculated, and the structure of the ship is designed accordingly. Any considerable increase in the power of the guns would therefore necessitate practically the rebuilding of the vessel.

A few details will illustrate this. The German 12-inch naval gun develops a muzzle-energy of 56,720 foot-tons, while the 15-inch weapon to be mounted in battleships now in hand has muzzle-energy of 90,096 foot-tons, an increase of over 60 per cent in the strain imposed upon the ship and the mountings. The latter are a very important item. A 15-inch gun could not be placed in a 12-inch mounting; and it takes almost as long to build a set of mountings as it does to build a ship, hence orders for the former are invariably placed long before the hull is put in hand. New and larger heavily armoured turrets would have to be made, to say nothing of ammunition charges, hoists and the other paraphernalia that goes towards making a naval gun effective.

This story may therefore be dismissed; but even if we were to assume that 15-inch guns were being substituted for 12-in. in German ships, what would the

BRAZIL TAKES PRECAUTION.

No Cipher Messages can be Cabled to that country.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The British Government has forbidden the export of tea.

The Germans are bombing Ypres, Soissons and Rheims.

The Austrians in Galicia have evacuated New Sandec under Russian pressure.

There is no essential change in the fighting between Chersones and Cracow.

In Aragonne a number of the hottest attacks by the Germans have been repelled.

Loyalist troops are hotly pursuing De Wet and 25 men, all that remain of the rebel commando.

The German Press Bureau is beginning to realize the ineffectiveness of the German press campaign.

Sir John French, in a Special Order, pays a magnificent tribute to the gallantry of the British troops.

The Germans violently bombarded Ypres on Sunday, the markets and Town Hall being destroyed.

After being rammed by a British patrol vessel off the north coast of Scotland, German submarine U18 foundered.

In the House of Commons, the Hon. Mr. E. S. Montagu referred to the total absence of complaint on account of the new taxes.

Three British airmen descended on the Zeppelin factory at Friedrichshafen and did serious damage with bombs; Squadron Commander Briggs is a prisoner.

The Belgian Commission has published its report on German atrocities in the village of Andenne, where about 300 inhabitants were brutally murdered, 300 houses burnt and the remainder pillaged.

NEWS.

Further notes on the crisis appear on page 4.

Interesting war items are given to-day.

"Jottings by the Way" appear on page 4.

General news and some stories from the front appear on page 3.

"Our Contemporaries" appears on page 2, commercial news on page 3 and log book on page 6.

The Hongkong Government is to bear the expense of sending Home Guards for service with the new Army.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

Licensing Board Meeting—

2.15 p.m.
Sale of Household Furniture and Curios, No. 2, Alverstone Terrace, Peel St.—G. P. Lamerton—2.30 p.m.

H. K. Chess Club—City Hall—

5.15 p.m.
Monday, November 20.

St. Andrew's Day Concert at Theatre Royal.

GENERAL NEWS.

Another Generous Gift.
The John D. Rockefeller foundation has given G. \$275,000 to Belgium to be used in the relief of widows and orphans and for the succour of the Belgian wounded.

Claim Against a Hotel.
In the British Supreme Court, Shanghai, last week, Miss Seabrook made a claim against Bickerton's Hotel for the return of a barrel of Chinaware valued at \$100. Answering the court, Mr. Bickerton said he had the barrel in his possession and was keeping it under an order of the American Court. The barrel was taken to the hotel by J. B. Melton with his luggage as it only bore his name. Judgment had been given against Melton in the U.S. Court on a claim by the hotel and the debt had not yet been met. His lawyer said defendant had no right to keep the barrel. He could, however, hold it temporarily and get the U.S. Court to decide on the ownership as between Melton and the plaintiff. The case was accordingly adjourned.

Trade in Jungle Produce.

The war is having a most depressing effect on the jungle produce trade of the interior of British North Borneo and piles of Roten and Damar are to be seen in godowns and even abandoned at the side of the railway. There is no market.

Drought in Borneo.

As a result of the drought in the Rundum district of Borneo nearly all the padi-crops are ruined, and most of the natives are without food of any kind. By many this almost unprecedented drought is attributed to the new bridge path being constructed through their virgin jungles to Pensiangan on the Tagul.

Nelson's Prayer.

A correspondent sent the following to the London Times:—We have not been spared the Kaiser's invocations. Will you print for us the last words Nelson wrote after hoisting the signal "England expects" before the Battle of Trafalgar? "May the great God whom I worship grant to my country and for the benefit of Europe in general, a great and glorious victory; and may no misconduct of anyone tarnish it. And may humanity after victory be the predominant feature in the British Fleet. For myself individually, I commit my life to Him who made me; and may His blessing light upon my endeavours for serving my country faithfully. To Him I resign myself, and the just cause which is entrusted to me. Amen. Amen. Amen.

Fight Against Rinderpest in the Philippines.

Rinderpest is still yielding to the stubborn offensive taken during the past few months by the provincial authorities working in conjunction with the bureau of agriculture, says the Manila Bulletin, and the official figures compiled at the bureau for last week show that three more towns have been declared free from the disease during that period. The number of infected provinces is, however, unchanged, the figures now showing 25 infected towns in nine provinces where the disease still hangs on. Batangas and Laguna now have but one infected town each, and telegrams received by the executive secretary show that no cases have been discovered in either province during the past week. The same condition applies in Ilagan, Isabela, which is one of the two towns infected in that province. Should these towns remain free for a month they will be officially removed from the list of infected municipalities.

Unpopular.

Mr. Rudyard Kipling seems to have incurred the undying animosity of the German Press. The Koellnische Zeitung invites him to join Sir John French's army and "admire the brainwork of German strategy; at the same time becoming acquainted with the weight of German fate."

Sir Everard Fraser.

Sir Everard Fraser, K.C.M.G., H. M. Consul-General, and Lady Fraser returned to Shanghai on the 17th inst. Lady Fraser having come from home via America. On the same ship were Mr. and Mrs. A. W. Birkill, Mr. H. C. Gullard and Miss Bremer, also coming from England.

NOTICE



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German Brutality to British Prisoners.

The following letter, received by the mother of an officer previously reported missing, shows that the humane treatment of prisoners, often recorded of the German soldiers, is not universal:

I took one man and went to find one of our regiments, and ran into more of the enemy. It was dark and the enemy were all round, so I got into a pit. Twice during the night I tried to get away but could not, and when day came I found myself in the middle of the German lines. Two Germans spotted me, and I shot them both and ran for it; but they appeared all round, and I was finally hit on the head with a rifle butt. A captain in the — was taken the same night and also some other soldiers. The Germans treated us abominably; they took everything we had and beat us and kicked us. —fainted in the road and a German officer kicked him on the head, and he has lost the sight of one eye. They made us go between two lines of men, who hit us with whips and rifle butts. They jeered at us, and one officer made us a speech in English and said we were cowards and everything else. He said if his regiment caught any English officers he would hang them. The way they treat the English soldiers in the camp is too disgraceful for words. Many of them are dying from exposure, and they are subject to every indignity possible. I'm going to a fortress to-morrow, I believe, where other officers are. I'm quite all right now, but very set at having been taken so easily in the campaign.

A Lieutenant's Adventure.

From a letter written by an officer at the front on Sept. 24. Two days ago we arrived here, town under shell fire. I was at once sent on (it was about 11 p.m. and very dark) to the enemy's trenches with three scouts to see if they were still there. I went on about 300 yards in front of my scouts. It was a pretty jumpy job. The enemy's trenches were about 950 yards from ours. I paced about 850 yards and then got down on my hands and knees and crept on for some way, expecting every moment to run into the German trenches. It was pretty black, and I could only see a few yards in front of me. I had a loaded revolver and map with me. Every now and then I came across a dead German—rather creepy. Well, I couldn't think why I hadn't stuck the trenches, so I went off on my left a bit. The others had gone in and I was pretty well lost in the middle of this big plateau. After a bit I heard some people talking. I approached cautiously and heard they were talking German, so I sheered off again. After wandering about for a considerable time I heard some carts driving up a road. I approached with caution and there saw four of them. I let the three

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TO LET.—Queen's Building, The South-West portion of

the first floor, including Treasury on Ground floor, lately in occupation of the German Bank, Godown, No. 9, Ice House Street.

Apply to—
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TO LET.—Houses in Clifton Gardens, Conduit Road, 1 Hillside, 110 The Peak, Godown, New Praya, Kennedy Town.

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TO LET.—Nos. 19, 21, 23, and 25, Shelley Street, newly painted and colourwashed.

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leading ones go by and stepped out to the fourth and put my revolver to the driver's head and told him to halt. By jove, the poor devil was terrified! He put his arm in front of his face and squeaked. I hadn't the heart to shoot him, it would have been too much like murder! I let him go past and had a couple of rounds at his car, when it had passed. He fairly let his horse have it and went off at a gallop. The last I saw of him he was driving like a madman across country. I don't know what became of him. Well, I thought it was about time to move, so I went along in the opposite direction. I wandered about for some time when suddenly I saw about a foot in front of me a trench full of men sitting down with their backs to me. I was a bit surprised and was not sure whether they were our fellows or not. I said "Hello!" A man, I think it was an officer, who was nearest me, turned clean round and said, "Es ist der Engländer" or words to that effect. I did not wait to say "Good morning," but shifted for all I was worth. I was followed by a regular tornado of bullets. I ran about 150 yards and then came across a small trench into which I hopped. After I had been there about a minute, I thought it was about time to be off, so I got up and began to run again. I hadn't been more than 10 yards when people began to shoot me from all sides. Seeing a hole just to my right I fell head foremost into it. It was getting light, I could see it was hopeless trying to get on again, so I reconnoitred myself to the prospect of staying there for the day and then to try to get on under cover of night. I discovered the hole I was in had been made by one of the enemy's shells; the men refer to this gun as "Little Willy." I was jolly thankful to "Little Willy" for making such a nice handy hole. It was about 10ft. across and 2ft. or 3ft. deep and at the bottom was a sort of V-shape. After having cogitated for a time I came to the conclusion that I was behind the enemy's line, and must have crept through between two trenches in the dark.

Hair-Cutting Under Difficulties.

I was in that hole from 4 a.m. until 8 p.m. that night and it was quite the worst day I have ever spent. I had nothing to eat or drink and thought it very doubtful if I should get away. I got quite homesick! It was

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TO LET.—Ravensbill West, No. 3, Park Road; Tennis Court. Apply to DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 29th October, 1914.

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La D'AGUILAR STREET.

dreadfully lonely, and being from the direction of the hedge, but I couldn't see the bottom of it. It then struck me that our troops might be holding it. Well, at dusk I shouted lustily towards the hedge that I was coming and told them not to shoot and crept forth. I was advancing with my hands up and I should say I was about 100 yards from the hedge. A couple of rounds came whizzing past me. I fell down flat and crawled a bit nearer and shouted again. This time they heard me and after some parleying let me come in. I found that it was one of the regiments in our brigade, and that our regiment was in position on the left.

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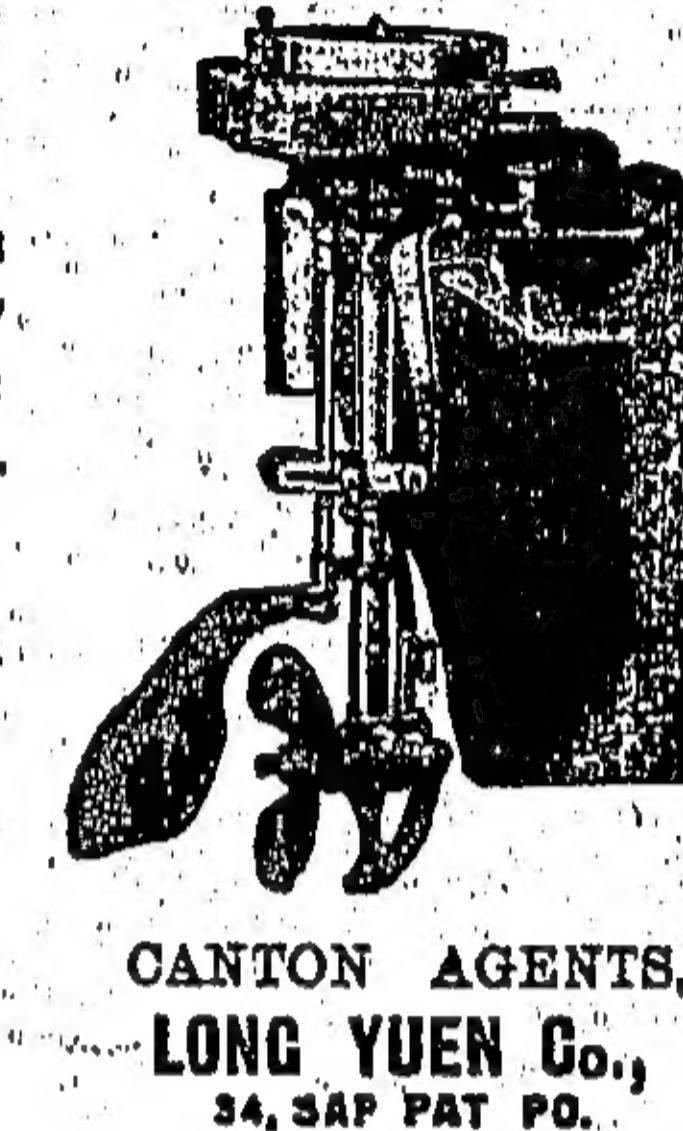
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(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamian, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

BIRTH.

WITCHELL.—On October 31, 1914, at Saigon, to Mr. and Mrs. James Henry Witchell, a daughter.

The Hongkong Telegraph.

HONGKONG, TUESDAY, NOVEMBER 24, 1914.

PROFESSOR OR MILITARIST?

We stated on Saturday that a certain gentleman has promised to leave to Harvard University no less a sum than \$2,000,000, provided the Senate is willing to dismiss a pronouncedly pro-German teacher of Psychology—Professor Munsterburg. The offer, so we understand, has not been accepted; but that is by the way. Many people will see in the stipulation of this would-be benefactor nothing but narrowness and unjustifiable prejudice, for they will insist that education and militarism have nothing in common and that a man whose life is spent in the study and the teaching of philosophy should be exempt from party or national animus. Even in England, or, rather, in Wales, some university authorities were quite willing for their various German professors to resume their usual work at the beginning of the present term, and only strong local feeling prevented their doing so.

We grant that there is a number of German professors whose teaching and influence are quite harmless, and who have no sympathy with any "mailed fist" folly; indeed who vastly prefer English life to German, and who have been so comfortable in foreign countries that they have no wish ever to return to their own. But this hardly seems to affect the main point at issue. For that main point is that there are many other professors hailing from Germany—Professor Munsterburg of Harvard, the gentleman in question, is a case in point—who are not only strongly opposed to the Allies (that doesn't matter much) but who admittedly go out of their way to instil into the minds of their pupils just such mad ideas as those which have brought about the present war.

At first glance there is something very attractive, fascinating even, about the modernised Machiavellians that some of the up-to-date German writers have tried to foist on the world as "philosophy"; and impressionable youths between the ages of eighteen and one-and-twenty, whether British, American, or German, find plenty therein that will flatter their vanity and persuade them that what they are learning is as good as gospel—and better. All lads of spirit are apt to look down, at least for a while, on a teacher who has nothing but learning to recommend him. The popular masters in an English school are those who have distinguished themselves in the cricket, or football field, and who interest themselves in the boys' sports; and similarly the university professor who (as is usually the case among the Germans) has performed military service is liable to be somewhat of a hero in the eyes of his pupils, more especially when he comes to them with specious arguments in favour of the right of might, and tells them that humility, modesty, pity, and readiness to help the weak are unbecoming real manhood, and that even knowledge itself is as nothing when compared with military greatness. The German university of forty years ago was healthy and indisputably cultured; that of yesterday and to-day is only too often a hotbed of bogus philosophy and of militarism run mad. Presently the balance will swing back to a level of rationality, but, until that happy time, the less the products of such universities have to do with the education of young Britons and Americans the better.

The Horrors of Peace.

The *North American Review* has an article, under the above heading, which seems to argue that the tragedies of a great war are eclipsed by those that obtain in times of peace. In its list of horrors it includes accidents by rail, on the water, among falling buildings and in flats, together with the miseries revealed in the divorce courts or connected with the White Slave traffic. Of course the thing is exaggerated. Forty Titanic and Empress disasters, and as many San Francisco earthquakes, would not bring about a number of deaths that could compare with those that have already taken place in the present war. Nevertheless the idea is a good one, and is a useful slap in the face to the cranks who are clamouring to have the war stopped.

The Long Long Canker.

Any person who really pauses to think will see that peace is not an unmixed joy. Tennyson showed us that, sixty years ago, in his "Maud," "Why do they prize of the blessings of peace?" he asks, and proceeds to sum up these alleged blessings in a most slightly scathing manner. Let us have war, a dozen times over, he argues, rather than a peace that allows of sweating, national immorality, the oppression of the weak and the poor, robbery and dishonesty in every form, wholesale brutality to the young, shameless adulteration of food and a general degrading rush for money throughout the country. Peace that lasts too long makes humbugs and scoundrels of men, he tells us; whereas war is chastening, medicinal, puts men on their mettle and teaches them to rely a little more on their Maker and a little less on themselves. These, we should think, are points that it might be worth the peace advocates' time to weigh.

"But Peace Hath Her Honours."

There are, nevertheless, many events happening in various parts of the world at the present moment which, but for the all-absorbing interest manifested in the war, would be given much prominence in the newspapers. Such, for instance, is the progress of the Shackleton Antarctic Expedition.

We know that, just as was broken out, the famous British explorer set out on his long journey into the silent spaces of the south; but, since that time, little has been heard of him or his band of workers.

We notice from American exchanges, however, that, on October 18, the good ship *Endurance*, in which the voyage is being made, was coaling at Monte Video, Uruguay, and that up to this point the vessel had been delayed to such an extent by bad weather that coal gave out and spars had to be burned to enable the little craft to make port. At that time the leader of the expedition and his staff were all well. What new trials await the little band of explorers none of us know, but between the breathing spaces of the war Britons will follow in thought the progress of these men who are carrying on a great work for civilisation just as our brave soldiers at the front are doing.

Colony's Health.

During last week the only cases of communicable disease notified were one each of diphtheria and scarlet fever. Both sufferers were Chinese and both occurrences terminated fatally.

Baby Injured.

A Chinese woman has reported that, while she was walking along New Street with a baby on her back, a bamboo pole fell from No.

21 and hit the baby, inflicting a severe bruise on the head. The child was taken to the hospital.

Crown Land Sale.

There was a sale of Crown land at the offices of the P.W.D. yesterday, when Garion Lot 47, area 8,707 square feet, annual rent \$18, was sold to Mr. W. T. Edwards at the up-
to-date price of \$384.

Kaitan Output.

The total output of the Kaitan Mining Administration's mines for the week ending November 7 amounted to 46,026.52 tons and the sales during the period to 46,681.45 tons.

Junk Master's Story.

Wong Kwan, master of trading junk 620, of 8,618 piculs capacity and screw of 26, relates that, while his boat was at anchor at Shaukiwan, off Sai Wan Ho, ten men, armed with knives, boarded his junk.

They commanded the master to be quiet and drove him and the crew into the hold of the junk. They searched the vessel and cleared off with \$1,200 in Chinese 20 cent pieces, 15 pieces of jewellery valued at \$72, clothing worth \$25 and a pair of shoes valued at \$3.

DAY BY DAY.

EVERY TEAR OF SORROW SOWN BY THE RIGHTEOUS SPRINGS UP A PEARL.

The Weather.

Lower level 8 a.m. Temp. 60° overcast.

At the Peak 8 a.m. Temp. 58° misty.

The Mails.

French Mail.—Due to arrive from Europe to-day.

Siberian Mail.—Closed at 3 p.m. to-day.

Count the Columns.

Yesterday the *Telegraph* published 35 columns of solid reading matter. Today there will be 35 published.

The Dollar.

The rate of the dollar on demand to-day is 8.9-16.

Returned.

Mr. J. Reid, general manager of Taikoo Docks, is among the Hongkongites recently returned from Home.

Back Again.

Sir Paul Cutler, the Hon. Mr. D. Linda's and Mrs. Linda's returned from Shanghai by the *Nellie* to-day.

Further Theft.

A Chinese woman residing in Belcher Street has reported to the police the loss of clothing valued at \$17.

Fell into Harbour.

A Chinese boatman who fell into the harbour and was nearly drowned has been taken to the hospital.

Stolen Fittings.

Mr. Chan Kai-ming has reported that some person entered premises in College View and stole the brass fittings.

On Parole.

We understand that all Turkish subjects in Hongkong, the majority of whom are Jews, are on parole.

Welcome Visitor.

A thief entered 52, Wellington Street on Sunday night, and stole 13 pieces of jade stone, valued at \$280, and a Chinese rice bowl worth \$20.

Loss of Clothing.

Mr. Whyte reports to the police that during the last two months he has had stolen, from the Hongkong Club, clothing etc. valued at \$42.

Grand Hotel Licence.

A meeting of the Licensing Board is to be held to-morrow afternoon to consider an application from Mr. C. Bond to sell intoxicating liquors at the Grand Hotel.

Fell Down Hold.

A Chinese, supposed to have fallen down a hold on the s.s. *Takson*, has been taken to the hospital in an unconscious condition, suffering from injuries to his head.

Foul Play?

The Hongkong police have found the dead body of a Chinese by the stone wharf, west of Billoy's Yard. Twelve stabs had been inflicted on the deceased, and it is supposed that they caused death.

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During last week the only cases of communicable disease notified were one each of diphtheria and scarlet fever. Both sufferers were Chinese and both occurrences terminated fatally.

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NOTES ON THE CRISIS. TRAFALGAR DAY MANIFESTO, 1914.

THE SCARCITY OF NEWS.

How the Situation Looks at the Moment.

One might almost be pardoned for displaying a little impatience at the slowness with which the war news is filtering through just at present. For twenty-four hours from the time of writing, only two or three brief messages have come to hand, and these have not revealed any happenings of importance. We have apparently now struck one of those lulls which were bound to come after the recent heavy fighting, for even the best of fighting men cannot keep hammering away at it indefinitely, the more so when one realises the extremely hard weather which just now prevails at the front. In these circumstances there is a limit to human powers of endurance, and exhaustion will make itself felt.

Long Winter Campaign.

It has become evident for some weeks past that, far from approaching a decision, the conflict has now entered on its most obstinate phase. In both theatres of war the struggle is fast assuming the character of a long-drawn-out winter campaign. It will occasionally be marked, as at the moment, by periods of comparative inactivity, but, none the less, it is likely at any moment to flare out into violent assaults.

According to the consensus of expert military opinion, the flanking and enveloping phases of the war seem to be closing, and there is thus less call for supreme generalship than for sheer hard work by the troops. From now on we may look for spasmodic frontal attacks from both sides, and in those attacks there will be plenty of hard fighting to be done.

Our Advantage.

Here it must not be overlooked that the German second and third lines have been called out, and with these in position great efforts are being made to escape from a dragging war, which Germany can less afford to face than can the Allies.

More than once the decreasing efficiency of the German forces has been mentioned in the wires, and this may well be accounted for by the fact that second and third grade troops are now in the field. For this reason, and because the allied troops are at least as good as, and probably better than, the best of the enemy's, there is no reason why the conflict should not eventually result in our favour.

The awkward fact for Germany is that every day there are being brought overseas, without let or hindrance, fresh troops to swell the Allies' lines, and what means to an Army which has set its heart on breaking through the opposing ranks needs no pointing out.

A Hongkong Coatengent.

When, some little while back, it was announced that the Home Government could not see its way to pay the passages of men from Hongkong who were anxious to take a share in the fighting at the front, considerable disappointment was felt locally. The opinion was then expressed that the Colonial Government might very well bear the expense, in order that Hongkong, like other Far Eastern Settlements, might be fittingly represented. The wish has now become an actuality, for it is announced that His Excellency the Governor has decided to send Home, at the expense of the local Government, volunteers up to about 60 in number for service with units of the new Army.

Several names have, we understand, already been sent in, and there is no doubt that the number mentioned will be easily found. And when the time comes for the departure of the Hongkong contingent, we hope they will be given a real hearty send-off.

War Humour.

The Russians are having all the luck—if it be true that the Kaiser has taken over the command in East Prussia.

For a few brief moments the Germans thought that we had imitated their methods, and that the Highlanders were women being driven in front of our Army.

London Opinion.

THE HONGKONG TELEGRAPH, TUESDAY, NOVEMBER 24, 1914.

NOTES ON THE CRISIS. TRAFAL

AN AWKWARD PROBLEM.

"The Menace to Health in Hongkong and Shanghai."

We reprint the following from the *Far Eastern Review*:—
When the European came to the East, settled down and built his homes and offices, the problem of house drainage and the disposal of night soil was readily solved. He simply fell into the ways of the natives and adopted the antiquated system of hand removal. The solution was easy and the vexatious engineering problems involved in designing a proper sanitary drainage system were so complicated, and the probable cost so excessive that the municipal authorities of the various ports in time came to look upon the Chinese way as "the best for all concerned."

The disposal of the night soil through native contractors, who resold the refuse to the nearby farmers, gradually developed into a most lucrative business from which the municipal treasuries reaped a handsome income. And as year followed year and the little foreign ports and settlements expanded into the present great commercial entrepôts of the Orient, the ordure business also grew and prospered, the profits and municipal incomes keeping pace with the rapid increase in population. As the difficulties of establishing modern sanitary systems increased, with the development of the ports, and the municipal treasuries each year reaped a still higher revenue from the disposal of the night soil, and, as each year saw the erection of larger and more expensive buildings without the slightest protest of conforming to modern sanitary ideas, the landlords and their representatives on the Municipal Councils began to defend the abominable traffic as the most economical, and most conducive to the health of the community. And so the system has been officially approved and the ratepayers educated into the belief that there is no other way out. The Chinese contractors cart the refuse away to the fields, and the farmers return it to the ratepayers in vegetable truck loaded with death-dealing cholera, typhoid and dysentery germs. And the yearly toll is mutely paid by the long suffering ratepayer in shattered health or by the greatest price of all, and still no protest is raised, nor demands formulated for a remedy. Ask any man in Hongkong or Shanghai why the town is not provided with modern sanitary arrangements, and he will find many good reasons and excuses for the existing system. It has been drilled into him by the reading of official reports, and with blind faith he accepts the reasons given as a matter of course.

But we are glad to see that Hongkong is waking up. Singapore and Manila, for years the centres of plague and other epidemics, have expended huge sums in modern drainage systems and as a consequence life is now safer and more enjoyable in those ports. On the other hand, newcomers and visitors passing through Hongkong and Shanghai are loud in their condemnation of the utter absence of modern sanitary improvements in the hotels and houses of these ports. There are exceptions, however, to this, as there are a few hotels on the China Coast who have advanced as far as the law will permit them to.

It is an old problem and has been threshed out time and again, but as the years pass rapidly on, it must be squarely faced and some solution other than the existing one found. We are glad to see that there are a few public spirited men in Hongkong who realise the gravity of the problem in that Colony, and who have requested the Government to appoint a commission which will make a comprehensive inquiry and report on a proper water carriage system, without which no drainage problem could be solved. The *Hongkong Telegraph*, commenting on the situation, says:—"There are some members of the Sanitary Board who realise that point, as the discussion at yesterday's meeting showed. Chief of these is Dr. Fitzwilliams, a man to whose opinions due weight should be given. In his view, Hongkong is not an up-to-date sanitary city

ENLISTMENTS FOR NEW ARMY.

Contingent to be Sent from Hongkong.

We are officially informed that His Excellency the Governor has decided to send Home, at the expense of the Colonial Government, volunteers for service with units of the new Army, up to about 60.

A further notice will shortly be published and circulars forwarded to those who have already registered their names, giving full particulars.

—it is one which is labouring under an antiquated system which has many deficiencies. That submission is one which, we are sure, will be endorsed by nine-tenths of the inhabitants of the Colony, who have suffered too long the inconveniences of existing methods for the disposal of sewage. The main objections which have been levelled against the adoption of the water-drainage system in Hongkong are that the place is not easy to drain, and that sea-water (of which we surely have an abundance) is not suitable for flushing purposes. But Dr. Fitzwilliams disposed of these contentious very quickly. He showed how in a flat place like Cairo, which has none of the advantages of Hongkong so far as drainage is concerned, such a system operates with excellent results, and he might have come nearer home and pointed also to the case of Shanghai. Then he cited Gibraltar, which has much the same physical formation as Hongkong, and indicated how well the system worked there. Far from being a difficult place to drain, Hongkong is an extremely easy one. True, too, the doctor pointed out that sea water is utilised for flushing in many places with excellent result. The fact is, of course, that it is all a question of money—but that should not stand in the way of a solution of the problem. The Colony's health should be the first consideration of the Government, whatever the cost."

The O. S. K. and Tsingtau. The Osaka Shosen Kaisha has applied to the Government for permission to establish a regular line of steamship services with Tsingtau.

Tsingtau Prisoners. The following has been sent to the editor of the *North China Daily News*:

I read in the papers that it is intended to transport the survivors of Tsingtau to Japan. The ways of soldiers, diplomats, and other interesting people have often puzzled me, but I am truly amazed at this decision. I should have thought it much more reasonable and sensible to keep these gentry where they are for a while, and set them to some useful occupation. In the first place I think they should have been given the task of sweeping up the mines in the inner and outer harbour of Kiauchau, and the adjacent seas. Secondly, they should be employed to complete the demolition of the fortifications, which should never have been set up. A third contingent could be usefully employed in clearing away all the entrenchments, barbed-wire entanglements, etc., in the neighbourhood. Others could repair the roads, rebuild the damaged houses, re-erect the light-houses, and generally make the place presentable.

When I rent a house I am expected, at the termination of the lease, to hand it back in the same good order and condition in which it was at my date of entry, ordinary wear and tear excepted. The late disorderly tenant of Kiauchau having had his lease ignominiously terminated, should, before taking his departure, be made to put the place in order, so that it can be handed over to China in a reasonably clean and tidy condition. After that, it seems to my simple mind, would be time enough to think of giving the Tsingtau prisoners a nice holiday in Japan. They could do most of the work I have above indicated, and still be in time for the cherry blossom season in the Fairy Land of Nippon.

Then, whatever the cost, let the ratepayers decide. If there are insurmountable engineering problems, and a better system cannot be adopted, then approach the Japanese concern and accept their offer, and invite the Chinese authorities of the Native City to do likewise.

With the Germans. Many think it should now be described as the German rank and file.

German waiters complain when dismissed, yet their countrymen are sacking whole towns.—London Opinion.

SIR MATTHEW NATHAN.

"Truth's" Remarks on his New Appointment.

Sir Matthew Nathan's appointment as Irish Under-Secretary was a surprise—that is, if Government appointments in connection with Ireland ever are a surprise in that country, observes *Truth*. He belongs to the Jewish religion, and has succeeded a Secretary whose career began as a Nonconformist minister. Possibly he is the first Jew who ever was concord in the Dublin Castle Government of Ireland. He has at different times governed Sierra Leone, the Gold Coast, Hongkong, and Naval. Experience, no matter in what varied parts of the world, can hardly be said, however, to give instruction with regard to governing in Ireland. Dublin Castle is *sui generis*. The long list of those who reigned and ruled there is one of failures, with but very few exceptions. Perhaps if the experiment had ever been tried of sending officials to govern at Dublin Castle who had some previous knowledge of the history of Ireland, its people, and its government, the results might have been more satisfactory.

TSINGTAU NEWS.

The Kaiser's Message. Peking, November 16.—The German Legation has received the following order of His Majesty the Kaiser: Expressing my most profound acknowledgment of the heroic defence of Tsingtau, I confer upon Captain Meyer-Waldeock the first class of the Iron Cross and reserve to myself to generously reward also the officers and the garrison of the fortress as well as the brave men of the Kaiserin Elisabeth. But they will find the most beautiful reward in the admiration paid to them far beyond the fatherland. It has given me great joy to learn that the casualties are relatively small. The names of the killed and the wounded are to be wired as soon as possible.

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German waiters complain when dismissed, yet their countrymen are sacking whole towns.—London Opinion.

DAIRY FARM NEWS

HAM
AND
BACON

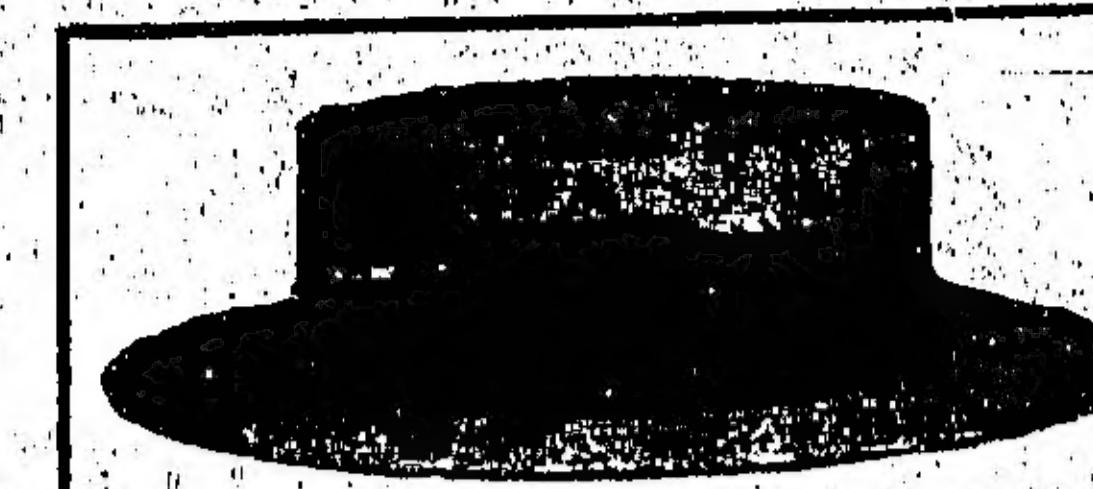
ABSOLUTELY THE BEST IN THE COLONY.

BREAKFAST BACON in rashers

90 cts. per lb.

MILD CURED HAM

85 & 95 cts. per lb.



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AUTUMN ASSORTMENT

OF

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FROM

LONDON and PARIS HOUSES.

their censorship : it merely scares the inhabitants who are sufficiently wild with the Government as it is.

It is said the Emden fired a shot at the oil tanks on the mainland but I think it was a high shell over the Jemtchug. Anyhow it passed clean through a British collier and injured an engine.

PRINCE OF WALES' FUND.

A Subscription List has been taken from the Counter of The Mercantile Bank of India Ltd. Any person applying for subscriptions thereunder is unauthorised and should at once be handed over to the Police.

The Bank's name is at the top of the list.

TO-DAY'S ADVERTISEMENTS.

FOR SALE.

The undersigned are prepared to consider offers for the Goodwill, Stock, Furniture, Fixtures and Fittings, etc., of the well-known and old-established Hongkong business carried on by CHS. J. GAUPP & CO.

Jewellers, Watchmakers, Opticians, Scientists and Nautical Instrument Dealers, etc.

For particulars apply

LOWE BINGHAM & MATTHEWS,

Liquidators.

New Government Building, Hongkong, 23rd November, 1914.

FOR SALE.

The undersigned are prepared to consider offers for the sale of the stock in trade Furniture, Fixtures and Fittings, etc. of the business carried on by

KRUSE & CO.

Wholesale and Retail Tobacco-nists, Cigar Merchants, Fancy Goods Dealers and General Merchants.

For particulars apply

LOWE BINGHAM &

MATTHEWS,

Liquidators.

New Government Building, Hongkong, 23rd November, 1914.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY,

the 28th November, 1914, commencing at 11 a.m. at his Sales

Rooms, Duddell Street

(for account of the concerned)

WITHOUT RESERVE.

A Large Consignment of Swatow Drawn Work & Embroideries

Comprising:

Bedspreads, Table Cloths and Napkins to match, Tea Cloths, Table Runners, Pillows & Cushion Covers, Dress & Blouse Lengths, etc.

Embroidered Silk, Crepe & Pongee Dress & Blouse Lengths, Silk Shawls, etc.

Also

15 Rolls Pongee Silk.

20 Carved Sandalwood Boxes.

On view from Friday,

27th November, 1914.

Catalogues will be issued.

Terms: Cash on delivery.

GEO. P. LAMMERT,

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KIRIN BEER

Light, Palatable and Wholesome.

Eminently suited for this Climate.

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For Sale at all the Hotels and Restaurants in Hongkong.

Fresh Supplies by every Mail.

PRICE PER CASE 4 DOZEN QUARTS, DUTY PAID \$12.50.

PRICE PER CASE 6 DOZEN PINTS, DUTY PAID \$13.00.

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The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA" are new quadruple screw, 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE". Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pudding Street and Praya, opposite Blake Pier.

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Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIWUAN	4th Dec.	8th Dec.
CHANGSHA	7th Jan.	10th Jan.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

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Telephone No. 93.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration.

Destination. Steamer. Sailing Date

MARSEILLE AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Miyazaki Maru Capt. Toranaka T. 16,000 Kitano Maru Capt. Cope T. 16,000	SATUR., 5th Dec. at 10 a.m. WEDNES., 23rd Dec. at 10 a.m.
--	--	--

VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokohama, and Yokohama	Yokohama Maru Capt. Komatsubara T. 12,500 Awaji Maru Capt. Hori T. 12,500	TUES., 1st Dec. at noon. TUES., 15th Dec. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane	Tango Maru Capt. Soyeda T. 13,500 Nikko Maru Capt. R. Takeda T. 9,600	WEDNES., 16th Dec. at noon. WED., 13th Jan. at noon.
---	--	---

CALCUTTA via Spore, Penang & Rangoon	Kawachi Maru Capt. Nakamura T. 12,500 Rangoon Maru Capt. Nomura T. 7,000	SUNDAY, 29th Nov. MONDAY, 30th Nov.
--	---	--

SHAI and Kobe	Nikko Maru Capt. Takeda T. 9,600 Kitano Maru Capt. F. E. Cope T. 16,000	TUESDAY, 15th Dec. at 5 p.m. TUES., 24th Nov. at 12 th light
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Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kuno	16,000 "	1st February
Kashima	20,000 "	2nd February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	2nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
WWEI & TTSIN	Kueichow	26th Nov. at noon
SHANGHAI	Yingchow	26th Nov. at 4 p.m.
H HO & H PHONG	Singan	29th Nov. at 9 a.m.

MANILA, CEBU & ILOILO. Chincha 1st Dec. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chincha," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong 24th Nov. 1914.

SHIPPING

JAVA-CHINA-JAPAN LIJN.
Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Arrived on or about	To	Will leave on or about
Tjikini	JAVA	2nd half Nov.	SHAI	2nd half Nov.
Tillwong	JAVA	2nd half Nov.	JAPAN	1st half Dec.
Tilmanoek	SHAI	1st half Dec.	JAVA	1st half Dec.
Tillaroem	JAVA	1st half Dec.	JAVA	1st half Dec.
Tjibodas	JAPAN	1st half Dec.	JAVA	1st half Dec.
Tjiekembang	JAVA	2nd half Dec.	SHAI	1st half Jan.
Tjipanas	JAVA	2nd half Dec.	JAPAN	1st half Jan.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574 York Building. 15

LOG BOOK.

New Steamship Company. A new Japanese shipping company (South Sea Mail Steamer Co., Ltd.), capital \$747,000, will shortly be organised in Tokyo. Its promoters have been carrying on a steamship service between Japan and the South Pacific with \$75,000 annual State aid. Complying with the request of the Communications Department, the above company is organised and will shortly inaugurate the service. It is understood that the Diet will be asked to double the subsidy, and that the company will buy new craft.

New Chinese Steamship Co.

This has been organised at Antung by the Chamber of Commerce and leading merchants of the port under the name of the Kwang Yi Co. Through the Ching Kee Co., of Chefoo, it purchased at 114,000, taels (about \$75,200) a Norwegian steamer of 1,900 tons, which is named the Tong Lee. An additional 6,000 taels (about \$3,900) was expended on repairs made at Dairen after delivery of the steamer. It is the plan of this company to open an Antung-Shanghai service.

Shipbuilding in Japan.

This year's operations of Japanese shipbuilding yards are bearing all records. In 1912 and 1913, when the prosperity of the freight market reached its height, a large number of orders for ships were placed with different yards. The tendency was the same all over the world. In England the yards could not meet the increasing orders. In Japan the demand was not so much in excess over the supply, but the increased orders have kept the different yards busy during 1914. There will be launched in Japan this year 17 vessels, with a total of 86,000 tons. The large additions to the mercantile fleet at a time when the market is so depressed are regarded with some apprehension.—*Far Eastern Review.*

New Steamer.

From the wharf of the Maatschappij voor Scheeps en Werkplaats "Kyenoorj," in Rotterdam, the steamer Pynecker Hordijk, for account of the Koninklijke Paketvaart Maatschappij, has been launched. The vessel measures: length, 325 ft.; width, 25 ft.; and depth 13 ft. 10 in. English feet. The capacity is 4,710 tons. Engines are of the triple expansion type, developing 1,600 h.p., and will give the steamer a speed of 11 miles an hour.

Port of Rotterdam.

The statistics for the month of August regarding the steamer traffic of the port of Rotterdam show a remarkable decline compared with the same month of last year. It is feared that the figures for September will be worse. The only increase noted is in the number of coal vessels, which have increased from 41 to 58. The number of vessels (merchantmen) declined from 819 in August of last year to 224 vessels this August.

Electric Canal Tow-Boat.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration.)
 For Steamship On
 SHANGHAI via Swatow Wosang* Wed., 25th Nov. at d'light
 Shai, Moji, Kobe & Y'hama Yatshing* Thur., 26th Nov. at d'light
 SHANGHAI Taksang* Fri., 27th Nov. at d'light
 SANDAKAN Mausang* Sat., 28th Nov. at 3 p.m.
 SHAI, Moji & Kobe Namsang* Sat., 28th Nov. at d'light
 MANILA Yuensang* Sun., 29th Nov. at d'light
 KOBE & M. ji Fooshing* Tue., 1st Dec. at 3 p.m.
 S'PORE, Pung & C'cutta, Fooksang* Sat., 5th Dec. at noon
 SANDAKAN Hinsang* Sat., 5th Dec. at 3 p.m.
 MANILA Loongsang* Sat., 5th Dec. at 3 p.m.

Return Tours to Japan:

The steamers "Kusang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and M. ji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing," "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days, and returning thence direct to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 + Taking cargo on Through Bills of Lading to Yangtze.
 Ports, Chefoo, Fientien, Dairen, Weihaiwei.
 + Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpang, Sawa, Uluan, Jesselton and Labuan.
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THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE-HOMEWARD.

For Steamers. Date of Departure
 LONDON & HULL Merionethshire 20th Dec.
 LONDON Radnorshire 19th Jan.
 TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.
 VICTORIA, VVER, S'TLE 26th Nov.
 "TACOMA & P'LAND" Clenroy 6th Jan.
 VIA HONOLULU
 VICTORIA, VVER, S'TLE, } Clengyle 6th Jan.
 TACOMA & P'LAND,)

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to
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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

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THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.
 TAIKOO DOCKYARD,
 HONGKONG.

SHIPBUILDERS, SALVERS & REPAIRERS, BOILERMAKERS, FORGECASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 38' x 34' 6"

Pumps empty Dock in 2 1/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

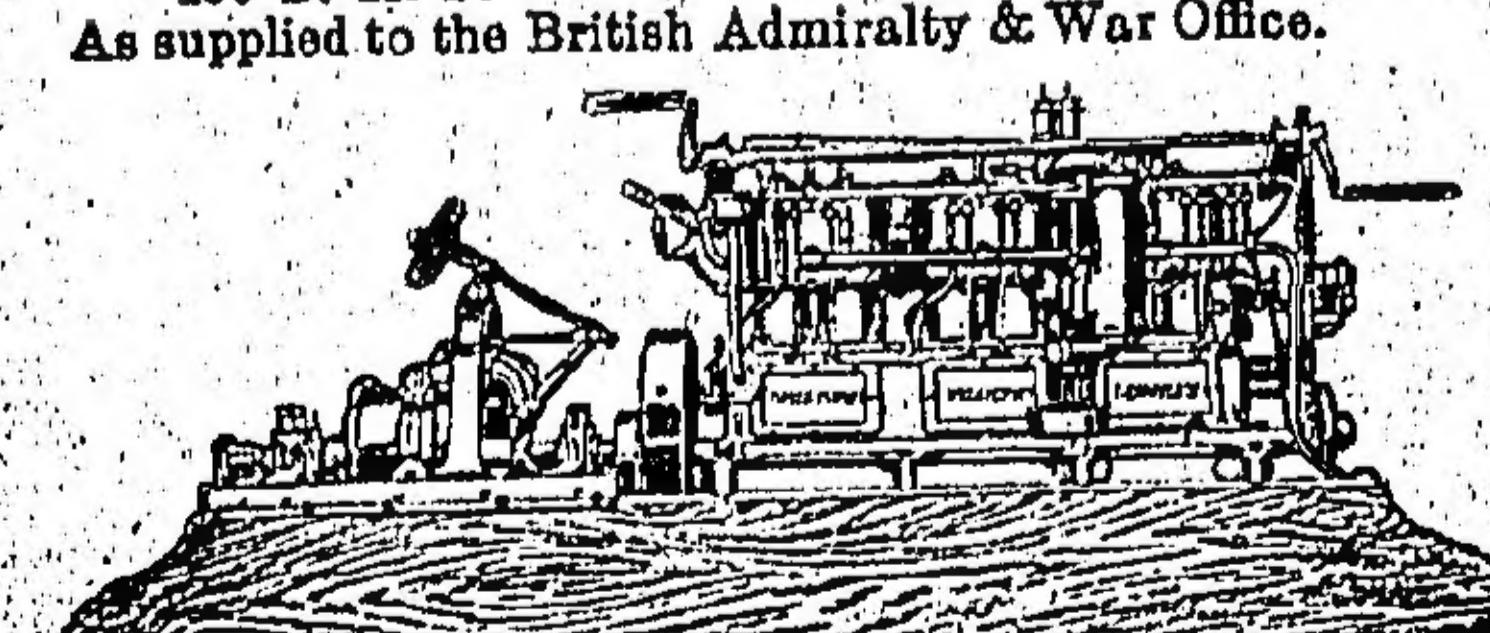
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.6. type Motor and Reserve Gear.

B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

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 TELEPHONE No. 211.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London & Genoa via Spore, &c.	Nellore	P. & O.	25, Nov.
Marseilles via Ports Europe, via Sing-pore etc.	Australien	M. M.	1, Dec.
London & Hull	Miyazaki M.	N. Y. K.	5, Dec.
London	Morshire	I. M. Co.	20, Dec.
	Radnorshire	J. M. Co.	19, Ja.

NEW YORK, SAN FRANCISCO AND CANADA.

Via, B.O. Tma via K'lung, Japan	Seattle M.	O. S. K.	26, Nov.
San F'co via S'hai & Japan &c.	Mongolla	P. M. Co.	1, Dec.
San Francisco via Shanghai etc.	Nippon M.	T. K. K.	1, Dec.
Via, B.O. & S'te via S'hai & Mexico, Peruvian and Chile	Y'hama M.	N. Y. K.	1, Dec.
Ports via Japan	Anyo M.	T. K. K.	2, Dec.
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	8, Dec.
Victoria, B.C. & Tacoma, &c.	Mexico M.	O. S. K.	9, Dec.
Bton & New York via Suez Canal	O. of Bristol	B. L. L.	11, Dec.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	16, Dec.
San F'co via M'a & Japan &c. China		P. M. Co.	12, Jan.

AUSTRALIA.

Australian Ports via Manila	Iyuan	B. & S.	8, Dec.
Australian Ports	St. Albans	G. L. Co.	18, Dec.
Australian Ports via Manila	Nikko M.	N. Y. K.	13, Jan.

SINGAPORE, COAST PORTS AND JAPAN.

D'goa Bay, D'ban, East L'don &c.	Gujarat	B. L. L.	15, Nov.
Shanghai	Wosang	J. M. Co.	25, Nov.
Shai, Moji, Kobe and Y'hama	Yatshing	J. M. Co.	26, Nov.
Sandakan	Mausang	J. M. Co.	27, Nov.
Shanghai and Kobe	Kawachi M.	N. Y. K.	29, Nov.
Hoihow and Haiphong	Singan	B. & S.	29, Nov.
Shanghai and Kobe	Rangoon M.	N. Y. K.	30, Nov.
Shanghai, Kobe and Yokohama	Paul Leccat	M. M.	1, Dec.
Shanghai	Malta	P. & O.	3, Dec.
Sandakan	Hinsang	J. M. Co.	5, Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	15, Dec.
Moji and Kobe	Bunri M.	D. & C.	21, Dec.
Hoihow, Pakhoi an' Haiphong	Sungkiang	B. & S.	22, Dec.
Singapore, Batavia, Cheribon, etc	Riojun M.	D. & C.	22, Dec.
Shai, Moji, Kobe and Yokohama	Nile	P. & O.	27, Dec.
Bombay via S'pore, Port S'ham,	Peking M.	O. S. K.	M. of N.
Penang & Colombo	Haiyang	D. L. Co.	Q. desp.
Swatow, Amoy and Foochow	Pitareem	J. C. J. L.	Q. desp.
Shanghai	Tjiliwong	J. C. J. L.	S. half O.
Java	Tjimanas	J. C. J. L.	Q. desp.
Shanghai	Tjimandoek	J. C. J. L.	F. half N.
Japan	Tjibodas	J. C. J. L.	F. half D.
Shanghai	Tjikembang	J. C. J. L.	F. half J.

TO SAIL

REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

Regular Sailing for Boston & New York via Ports.

(Via Suez: With liberty to call at the Malabar Coast)

For NEW YORK via PANAMA

For Freight and further information apply to JODD WELL & CO., LTD.

Hongkong, 9th October, 1914

Agent.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL

The P. M. ss. MONGOLIA arrived at Manila on the 21st instant and will be despatched from that port for Hongkong on Tuesday, the 24th instant and is expected to arrive here Thursday, at noon.

MERCHANT STEAMERS.

The T. K. K. ss. ANYO MARU will next leave Hongkong on Wednesday the 2nd December.

VESSELS IN PORT.

Steamers.

Newlyn, Br. ss. 2,484. Charles Clarke, 14th Inst.—Singapore, 4th Inst., Coal-Order.

Seattle Maru, Jap. ss. 3,832. T. Saitow, 19th Inst.—Shanghai, 16th Inst., Gen.—O. S. K.

Derwent, Br. ss. 1,552. Y. Jenkins, 18th Inst.—Saigon, 14th Inst., Rice-Order.

Rubi, Am. ss. 1,408. T. J. Miller, 19th Inst.—Saigon, 15th Inst., Rice—S. T. & Co.

Mouseng, Br. ss. 1,844. R. A. Matthews, 20th Inst.—Sandakan, 14th Inst., Tisbar & Gen.—J. M. & Co.

Phuyen, Fr. ss. 1,248. Li Ribaut, 20th Inst.—15th Inst., Rice—Chinese.

Duiton, Maru, Maru, Jap. ss. 4,555. W. Nakagura, 20th Inst.—Wel-hai-wei, 15th Inst., Gen.—Chinese.

Anbul, Br. ss. 1,258. Eddy, 21st instant—Shanghai, Gen.—B. & S.

Tjilatjap, Dut. ss. 3,859. Schenbeck, 20th Inst.—Ballipapan, 10th Inst., Sugar—J. C. J. L.

Tong Hong, Br. ss. 1,313. F. J. Pryun, 20th Inst.—Singapore, General Order.

Ceylon Maru, Jap. ss. 3,142. M. Shinne, 21st Inst.—Japan, 16th Inst., Gen.—N. Y. K.

Colombo Maru, Jap. ss. 2,919. O. Sakamoto, 21st Inst.—Moji, General—N. Y. K.

Talithibus, Br. ss. 6,512. F. W. Culver, 22nd Inst.—Kuchinotu, 18th Inst., Gen.—B. & S.

Helepus, Br. ss. 4,810. A. D. Baker, 22nd Inst.—Shanghai, 20th Inst., Gen.—B. & S.

Benedi, Br. ss. 2,502. A. Lough, 21st Inst.—Singapore, 15th Inst., Gen.—G. L. & Co.

Yokohama Maru, Jap. ss. 4,010. S. Komatsu, 22nd Inst.—Shanghai, 19th Inst., Gen.—N. Y. K.

Fookang, Br. ss. 1,987. T. M. Mitchell, 22nd Inst.—Moji, 16th Inst., Gen.—J. M. & Co.

Pirton, Br. ss. 3,240. Roberts, 22nd Inst.—Singapore, 14th Inst., Coal—Admiralty.

Antilochus, Br. ss. 5,087. Flynn, 22nd Inst.—Liverpool, 10th Inst., Gen.—B. & S.

Hongkong, Fr. ss. 735. A. Marguerite, 21st Inst.—Hoihow, 20th

THE HONG KONG TELEGRAPH.

EXTRA

HONGKONG, TUESDAY, NOVEMBER 24, 1914.

TO-DAY'S LATE WAR TELEGRAMS.

[The following telegrams arrived too late for insertion on page 1.]

LATEST NEWS FROM FRENCH SOURCES.

REPORTED OUTRAGE ON SULTAN OF TURKEY.

(Havas Telegrams.)

Nov. 21, 6.50 a.m.
A communiqué states that yesterday was equal to the previous days. Our artillery took the advantage at Nieuport. We repulsed two infantry attacks against Hollebeke and pushed our advance batteries forward in the Aisne region and Champagne, stopping the building of trenches by the Germans. We have blown up the enemy's trenches in Argonne. We progressed on the Verdun Hills and in the Vosges, establishing trenches sometimes only thirty metres distant from the Germans.

From Constantinople it is reported that an outrage has been committed on the Sultan. There have been numerous arrests.

Nov. 22, 8.10 p.m.
Very calm day on the whole front. On the Left Wing there has been intermittent cannonading, more active on the French side. We succeeded in destroying German trenches and lines. The Germans are constructing fresh trenches in their rear.

From Petrograd it is announced that the cruiser Hamidieh and several torpedo boats bombarded Tanpeiss. The Russian artillery replied with success.

VOLUNTEERS FOR HOME

80 TO BE SENT FROM HONGKONG.

How to Join Up With the Contingent.

His Excellency the Governor has now decided that a contingent of about 80 recruits, for the New Service Battalions may be sent home at the expense of the Colonial Government, and has authorized the General Officer Commanding to finally accept applicants up to that number.

Arrangements are being made to send them home very early in December. The enlistment of those accepted will not be carried out in the Colony, but after being medically examined by a military medical officer they will be required to sign a bond that they will carry out their intention of enlisting on arrival in England. Acceptance for any Corps other than the Infantry is not guaranteed by the War Office, but the General Officer Commanding will be glad to make recommendations in accordance with the qualifications of applicants. Those with special qualifications; e.g. engineering, riding, accounting etc., and wishing to be recommended for Corps other than Infantry should bring statements as to their qualifications from their employers or other responsible persons.

Passage is granted from Hongkong onwards only. Applicants from out stations will have to find their own way to Hongkong. Return passages to Hongkong after the war are not guaranteed either by the Colonial Government or the military authorities.

Applicants who are members of the H.K.V. Corps will be given priority in filling up the numbers.

Applicants may now apply. They should attend first at the Bowen Road Military hospital for medical inspection. A medical officer will be able to attend to them daily between 11 and 12, but applicants should avoid Wednesday, Saturday and Sunday as far as possible.

VOLUNTEER RESERVES.

Orders issued yesterday by Major Wakeman, Commanding H. K. V. R., state:—

Field Day:—Postponed yesterday, will be held on Sunday the 6th December.

Parades:—Nos. 1, 2 & 3 Companies, 5.15 p.m. on the Cricket Ground on Friday 27th; and N. C. O.'s on Tuesday the 24th inst. as ordered. Recruits will in future parade on Mondays, Tuesdays and Thursdays until passed out.

Musketry:—At King's Park as ordered. Saturday 28th inst. 2.15 p.m. Table "A" (Recruits Course) Practices 1, 2, 3, 7, 8, & 9. Table "B" (Trained Soldiers Course) Practices 1, 2 & 3. Sunday 29th inst. 9.15 a.m.: Table "A" (Recruits Course) Practices 4, 5, 6 & 10. Table "B" (Trained Soldiers Course) Practices 4, 5 & 6.

To-day's Orders.

Orders issued today by Major Wakeman, Commanding H. K. V. R., state:—

Parades:—For Friday 27th inst. as ordered. Nos. 1, 2 and 3 Companies will parade on the Cricket Ground on Friday the 4th December at 5.15 p.m.

Musketry:—At King's Park, Saturday 28th, and Sunday 29th inst. as ordered.

Explosion on Austrian Dreadnought.

Harbin, 15th November.—It is reported from Italy that an explosion occurred recently on board an Austrian dreadnought of the Viribus type with the result that her power as a fighting unit has been badly damaged.

Such a. After medical examination they should present themselves to the D.A.A. and Q.M.G.'s office any time before 4 p.m. with their medical certificate for enrolment.

A numbered identification ticket will be furnished to each person accepted, which will constitute his claim to passage.

Any who by reason of their occupation are not able to attend between the hours stated should inform the D.A.A. & Q.M.G. and a suitable hour will be fixed if possible.

PRIZE COURT.

CASE OF THE HANAMETAL

Was She Seeking Information for Tsingtau Government?

The case of the s.s. Hanametal was continued in Admiralty Jurisdiction, before Mr. Justice Gompertz, this morning, claims being made for the vessel by W. Katz, of Shanghai, owner, and the Yangtze Insurance Association, mortgagees.

The Crown was represented by the Attorney General, the Hon. Mr. J. H. Kemp, instructed by the Crown Solicitor, Mr. P. M. Hodgson, and the claimants by Mr. Eldon Potter, instructed by Mr. W. E. L. Stanton, of Messrs. Deacon, Looker, Deacon, and Harston.

Captain Hannig, recalled, said it was usual for a ship to have an official log. That was made up from the Chief Officer's log, which would be kept roughly. The official log would be written up more carefully in ink.

The Attorney General:—On the Hanametal was kept a Chief Officer's and also a Chief Engineer's log?—Yes.

Was there an official log?—Not during my time.

What became of the Chief Engineer's log?—It was kept until we came to Hongkong, and handed over to the Prize Officer.

Mr. Potter:—If there is any suggestion that the Chief Engineer destroyed it, that suggestion ought to have been made.

The Attorney General:—I am not suggesting anything of the kind.

Witness explained that the Chief Engineer was in charge of the engine room, until arrival in Hongkong. Witness said, in the absence of the official log, he signed the Chief Officer's log. This log was not copied into any official log, because there was none.

You told us last time it was the captain's duty to see that the log book was properly kept?—Yes.

Don't you think that is a rough and untidy log to be kept in a ship?—It has all the facts; it does not matter whether it is in ink or not. There was no official log on board. If I had been on board a longer time I should have had a proper log book.

You recognise that this one is very rough and makeshift?—It is a bit rough.

Witness drew attention to entries he had made in the log himself against the taking over of the ship by himself, and its capture by the Triumph. He took over on August 5, and left for Chefoo, with only some coolies on board, and no cargo. On his way he would pass Weihsienwei. He arrived at Chefoo on the 6th, left on the 7th, again passed Weihsienwei, and arrived at Tsingtau on the 8th. He left there on the 8th, passed Weihsienwei again and arrived at Shanghai on the 11th. Witness was prior to joining the Hanametal, in the s.s. Fortuna, which he left in March or April. He lived with his family in Tsingtau.

What was the object of the voyages to Chefoo and back to Shanghai?—As far as I could see Mr. Katz thought there would be good business in taking Chinese refugees from Tsingtau.

Was that why you stayed nine days in Shanghai?—Then we saw there was no business and we laid there.

How were they brought in; by pilot?—Yes.

Can you tell me why Japanese were allowed to go in and out freely and yet you changed the officers of the Hanametal?—The captain of the Hanametal was British.

Was that the only business?—We should take cargo if we could get it.

How would going to Chefoo help you to take refugees from Tsingtau?—A Japanese steamer left an hour before us for Chefoo with refugees on board.

If it was your business to take refugees from Tsingtau was it not rather curious to sail from Tsing-

tao without any?—I don't know; perhaps Mr. Katz thought he would get some other business in another place.

Witness said that the Chinese in Tsingtau had not made up their minds when he left on his first voyage. During the first day there was a great flight of Chinese out of Tsingtau, but afterwards they became calm and no more Chinese went away. After that witness continued that he expected cargo.

It might be useful for the Tsingtau Government to know what was happening at Weihsienwei?—It might have been useful, but I had nothing to do with it.

Well, I was just going to put it to you. The object of those voyages was to obtain information for the Tsingtau Government?—I would like to know how I could have got that information, because no one of us had any communication with the Government.

His Lordship:—The Government at Tsingtau?

Witness:—No.

The Attorney General:—You had communication with Mr. Katz?—Yes.

And of course he might have had, for all you know?—I don't know.

I put it to you, that you understood it was your duty to collect information, whether you gave it or not?—I did not give any information.

Asked about the capture, witness said when he saw the Triumph he could see she had more than one funnel. Despite the fact that the Schanhorst and Gneisenau had cranes similar to the Triumph, he never thought the ship was a German. He altered his course towards the Triumph because he knew he would be searched, and as it was near evening he wanted to have it done quickly.

In answer to Mr. Potter, witness said the Triumph was very like some of the Japanese warships. The Schanhorst and Gneisenau were quite unlike the Triumph.

Leave.—Corpl. A. R. Ellis is granted leave of absence from 17 Nov. 1914 to 17 Nov. 1915.

Leave.—Corpl. C. N. Alport is granted leave of absence from 19 Nov. 1914 to 19 Nov. 1915.

To-day's Orders.

Corps Orders issued to-day by Lieut-Col. A. Chapman, V.D.

State:—

Bounds.—The "Criterion" Bar Queen's Road, is placed "out of bounds" for troops in Garrison with effect from yesterday's date.

Parades:—Parades for to-morrow Wednesday 25th inst. Nil.

Detail.—On duty, Right Section, Centre Section and Civil Service Company. Officers on duty, Capt. Wood, Capt. Churill, Lieut. Smith and 2nd Lt. Lindsell. Orderly Officer, 2nd Lieut. Lindsell. To furnish Guard to-night, Right Section M. G. Co.; to-morrow, Civil Service Company. Orderly Sergeant to-night, Corp. Raymond; to-morrow, Sgt. Barlow.

VOLUNTEER ORDERS.

Corps Orders issued yesterday by Lieut-Col. A. Chapman, V.D., state:—

Appointment.—H. E. the Governor has been pleased to appoint Capt. H. R. O. Walker, 25th Punjab, to be Inspector Officer of the H. K. V. C., with effect from the 14th November, 1914.

Temporary Commissions.

The undermentioned gentlemen are granted commissions as temporary 2nd Lieutenants, Royal Garrison Artillery, with effect from the date stated:—Christopher Willson dated 28, 10, 14;

Arthur Robert Sutherland, dated 19, 11, 14; George Norrington dated 28, 10, 14; John Palin Jones dated 19, 11, 14. (War Office cable No. 3099, dated 29, 10, 14.)

Promotions.—No. 1346 Pte. J. D. Watt, Stretcher Bearer Section to be Corp. No. 1857 Pte. S. D. Silas, Signalling Section, to be Corporal. No. 1638 Pte. J. H. Lawrence, Signalling Section, to be Lance Corporal, with effect from this date.

Posting.—Lieut. Crowther Smith is attached from this date to the Right Section M. G. Co.

Transfer.—Gr. I. Day is transferred from No. 1 Section Artillery Battery to H. K. V. C. Engineers Section dated 24 Nov. 1914.

Leave.—Corpl. A. R. Ellis is granted leave of absence from 17 Nov. 1914 to 17 Nov. 1915.

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WAR ITEMS.

Should the Zeppelins Come. In a notice issued at Gravesend the Mayor warns the public that in the event of hostile aircraft coming in the neighbourhood of the Thames and the Medway defences there will be a certain amount of danger to residents from falling pieces of projectiles and from the projectiles themselves or from bombs dropped from the aircraft. If firing is heard people should take shelter. The safest places, says the announcement, will be the lower rooms or cellars of buildings. Any persons seeking to gratify their wishes from curiosity will do so at their own risk. "It will not be possible," concludes the Mayor, "to issue any warning, and the only notice will be the firing of the guns."

Unknown Vessels in the Scheidt.

Copenhagen, Nov. 16.—A message from Rotterdam states that on the night of the 11th some unknown vessels appeared in the Scheidt. The Netherlands Government are taking precautions, and have instructed the commanders of the forts to fire on any vessels, except mail steamers and port vessels, in order to prevent the possibility of Germany using Antwerp as a naval base.

"Battle of Yarmouth."

London, Oct. 6.—Petrograd Telegraphic Agency: The inhabitants of Yarmouth (on the East coast) were awakened this morning by heavy firing at sea. It appeared that a German cruiser squadron was in pursuit of a British vessel, and was subjecting it to heavy fire. Some of the shells were seen to fall in the sea within a mile of the shore. There was a dense fog prevailing, and it was difficult to see that the Germans came out. Their surprise attack was unsuccessful. The firing had the effect of shattering window panes in Yarmouth. —*N. U. Daily News.*

General Powell.

Major-General Charles Powell, of the Indian Army, is to go out in command of the Ulster Volunteer Division, which now numbers some 11,000 men. General Powell, who is fifty-seven years of age, is not new to war, having seen a good deal of active service as a staff officer in various campaigns on the North-West frontier of India. In 1900 he went to China during the Boxer trouble, and was appointed senior British representative on the staff of Field-Marshal Waldersee, who was Commander-in-Chief of the Allies. His last appointment was the command of the Julianader Brigade, which he gave up in 1912, since when he has been on half pay—*Truth.*

A Once Popular German Musician.

Dr. Richter, if report may be credited, has thought fit to dispossess himself, following an illusory precedent of all his British degrees and distinctions in consequence of the war, says *Truth*. "So far, however, he has not considered it necessary to return also any of the filthy and contaminating lucre (as a well-known native composer neatly put it the other day) which he has extracted from the British public during his long and profitable residence in our midst; so, perhaps it is permissible to cherish the hope that rumour has maligned him. Dr. Richter has a daughter married to an Englishman, and a youthful British subject calls him grandpa.

Flight of the Austrian Army.

London, Nov. 1.—Official:—According to a reliable informant, the Servians have captured a great amount of medical stores, resulting in a shortage among the Austrians, whose lack of officers is also very pronounced. The medically unfit are now being recruited and sickness is increasing owing to defective sanitary arrangements. A statement published in *Cetinje* extracts from a memorandum written by the late Captain Bertrand Stewart (who was sentenced to imprisonment in Germany as a spy before the war, and was killed during the fighting in France) and which was submitted to all the Ministers of the overseas Dominions, emphasising Germany's system in recent years of instigating trumped-up cases of alleged English spying with a view to exciting a public demand for more ships and men. The memorandum also describes sham trials, based upon mendacious evidence, and cruelties practised in prisons.

Our Flag Officers.

The number of flag officers in active employment has naturally increased very largely as a result of the war. The current Navy List shows that of Admirals—two having retired—only one (Sir Berkeley Milne) is not employed, while out of 80 Vice and Rear-Admirals only 23 do not hold an appointment. The list also shows that there are only 14 captains unemployed out of 297. Several of the 14 have been given commands since the Navy List was compiled on August 18, and it is reasonable to assume that some among the remainder may

SERIOUS COMPLAINT.

DIARY OF WAR.

COUNTRIES AT WAR.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Japan.
	Serbia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men. Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men. Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong. Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong. Squadron of cavalry is from 150 to 200 men strong. Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought It About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Servia from destruction by Bulgaria.

1906.—Tariff war between Austria-Hungary and Servia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Servia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Servian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Servia demanding suppression of Pan-Servian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official Pester Lloyd affirms that Germany will suffer no third party to intervene between Austria and Servia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Servian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Servia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidences of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Frostken; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Servians and Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to disengage Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphyon sinks German minelayer Koenigin Louise and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat. August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sank by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Has and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Arvocourt and Cirey.

August 16.—Japan sends ultimatum to Germany demanding that Kiaochau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians recite Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 26.—Russians continue offensive on East Prussian frontier, German forces being compelled to retreat on Königsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland.

August 29.—German troops being withdrawn from Belgium, Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

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September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly founders. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawarska, and convert Galicia into Russian Province.

September 10.—Force of 60,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

September 11.—German retreat continues; announced that in four days the Allies have advanced 37.2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

September 12.—Whole German right wing falling back in disorder, Allies pursuing them; German cavalry reported exhausted.

September 13.—Prince of Orange occupies Antwerp. French Squadron occupies Province of Limburg entirely free of enemy.

September 14.—Germans evacuate Amiens and give way at Revin and Brabant-le-Roi. Crown Prince's Army driven back.

September 15.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Has and Ramillies.

September 16.—Announced that German cruiser Hela was sunk by hostile submarine.

September 17.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

September 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

September 22.—H.M. ships Aboukir, Cressy and Hogue, sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

September 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tsingtau.

September 27.—Capital of the Cameroons surrenders unconditionally to British Force.

September 28 and 29.—Battle of the Aisne continues. Allies beaten back severe attacks by the enemy.

September 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported half way to Bratislava.

October 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Cameroon River. Allies' position in France reported entirely satisfactory.

October 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter-measure to German activity.

October 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France. Crown Prince's Army being repulsed near Varennes.

October 4.—Germans make night attack at Tsingtau, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

October 7.—Bombardment of Antwerp continues. German commander warning populace. Belgian Government removes to Ostend. German cruiser Cormoran and two gunboats sunk in Kiaochau Bay. Big battle still proceeding, fighting becoming increasingly violent.

October 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

October 12.—German aviators drop six more bombs on Paris.

October 13.—Commando under Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive;

"real progress" reported.

October 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomannia and captures the Pontoporos (Emden's supply ships) off Sumatra.

October 15.—Allies make further progress, occupying a line from Pres. to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

October 16.—Four German destroyers sunk off the Dutch coast.

October 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian submarine off Dalmatian coast.

October 20.—Japanese occupy Emden enters Penang harbour and sinks the Russian cruiser Jemchug and French destroyer Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombardards the Dardanelles.

October 21.—Announced that the Emden sinks five more British vessels and captures another.

October 22.—British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat. Russians pursuing them. British naval flotilla continues to bombard German flank.

October 23.—Severe fighting on the Left Wing. The Allies continuing to make progress. Steamer Crete arrives at Las Palmas with the crews of 13 steamers sunk by the German submarine Karlsruhe, mostly in the Atlantic.

October 24.—British destroyer

Badger sinks German submarine off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

October 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

October 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

October 29.—Russians break resistance of last units of the enemy north of the Pilica; and the whole Austro-German Army retreats.

October 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and French destroyer Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombardards the Dardanelles.

November 4.—German cruiser York strikes chain of mines blocking entrance to Jade Bay and sinks Nov. 5.—War between Britain and Turkey declared. Anuxitition of Cyprus announced.

November 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

November 7.—Fall of Tsingtao announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

November 8.—Announced that the surrender of Tsingtao is unconditional. Russian cavalry enters German territory from beyond the Vistula.

November 9.—Colonial contingents

given great reception at Lord Mayor's Show. Patriotic speeches at the Guildhall banquet. German cruiser Emden caught off Cocos Islands by H.M.A.S. Sydney; engagement ensues; Emden goes ashore and is burnt out; Commander and a nephew of the Kaiser's among the prisoners.

November 10.—German cruiser Koenigsberg imprisoned in the Rufiji River, German East Africa, by sinking of colliers a the river's mouth. Russians still advancing in Poland and East Prussia.

November 12.—Severe fighting in France and Belgium; Germans take Dixmude, but Allies hold their own elsewhere. Further Russian advance in East Prussia. Admiralty announces that, in absence of information, loss of cruisers Goliath and Monmouth must be assumed.

November 13.—Mr. Asquith announces that British casualties in France up to October 31 total 57,000. Christian De Wet's rebel commando severely defeated by General Botha. Announced that supplementary vote for another million men will be asked for, bringing British Army up to 2,180,000 exclusive of Territorials.

November 14.—Egyptian Mohammedans give expression to remarkable feelings of loyalty towards British.

November 15.—Death of Earl Roberts announced. Fighting still continues in Belgium, Germans being thrown back to right bank of the Yser Canal.

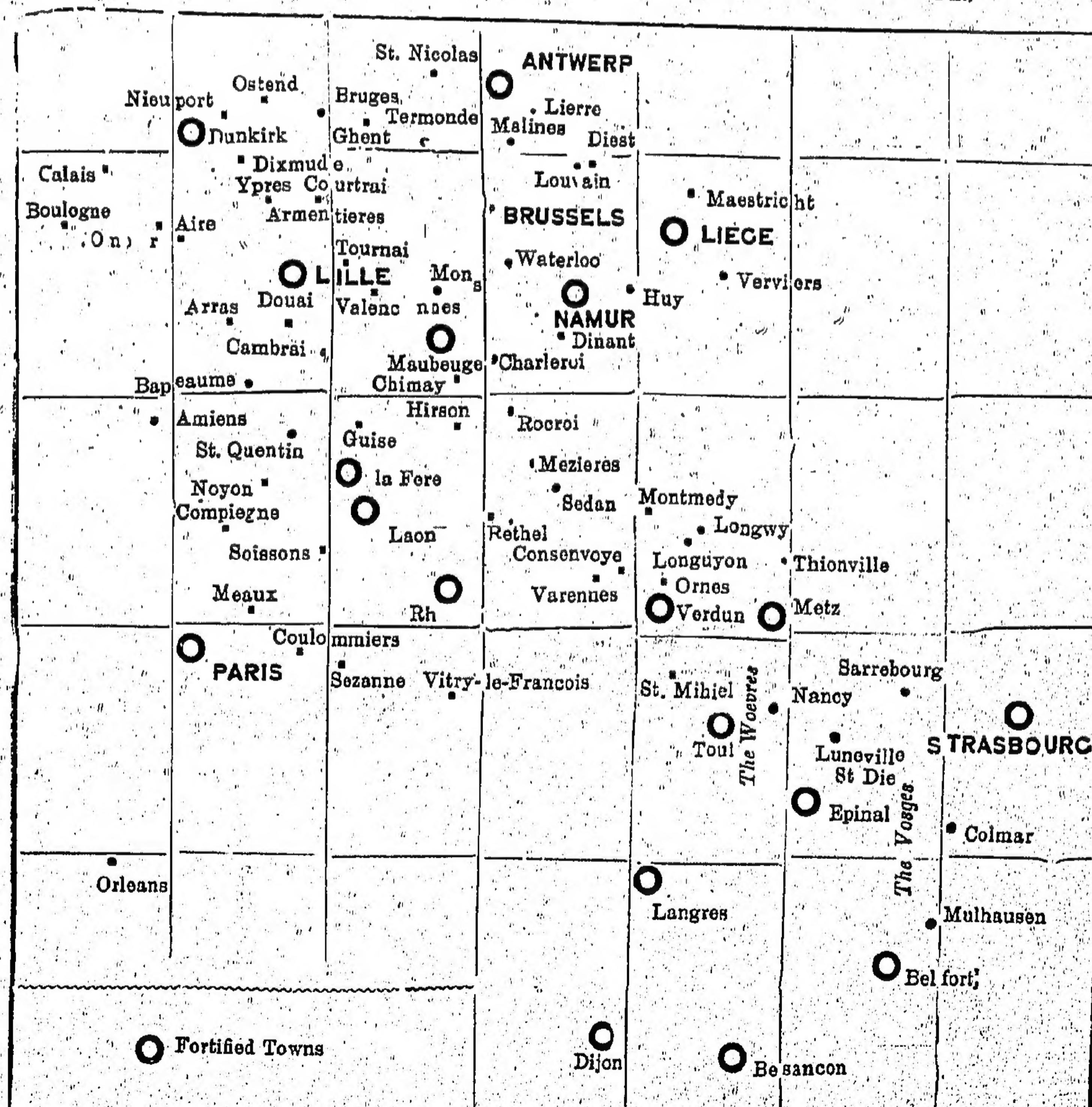
(Continued on page 10)

THE WAR.

Plan of the Great Battlefield, Showing

Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that save for a vigorous bombardment of Ypres the Germans are showing less activity.

Commercial.

Tobacco in China.
In his report on the trade of Chefoo for the year 1913 Mr. Consul Willis says, with regard to imports of tobacco, that the contest between the British-American Tobacco Co.'s cheap products and the Japanese manufacturers is as keen as ever. The experience of the British-American Co. in growing tobacco in the neighbourhood of Wei-Lai-Wei, which was commenced about five years ago, is apparently proving a success. The native farmers are being encouraged by the company to grow tobacco, and it is interesting to note that the Chinese there hold their own against modern methods of culture.

New Woollen Mill in Himeji.
The opening ceremony of a new Kobo cottons, the Japan Wool Spinning Co., was held at the mill at Himeji a fortnight ago, and was attended by about 600 guests, including Governor Hat-tai, and Mr. Iri, the Mayor of Himeji. Mr. Kawashima, President of the company, opened the proceedings with a speech, and Governor Hat-tai and others made congratulatory speeches. After the ceremonies a garden party was held, with geisha dances and other performances. The grounds of the mill cover 32,000 tsubo, the mill itself a brick building, over 3,000 tsubo, and the number of spindles already installed is 18,000.

Sugar in the Philippines.
The report of the San Carlos Milling Co. shows that the company's plant obtained during the year just closed 8,000 tons of sugar from approximately 5,000 acres. The land is owned by nine planters, seven of whom entered into contract with the company to mill their cane, the two other planters coming in later in the year. This mill was built between July and December, 1913. It covers 20 acres, with the homes of the employees grouped about it. The supervisors are one American, one Japanese, and two Filipinos. The total force consists of 15 Americans, 200 Filipinos, and 7 Japanese.

Pulp.
The paper market still continues depressed, says the *Aeast*. Owing to the high price of pulp, the paper mills recently announced an increase in the price of paper, but it has been difficult to realize it. They are accordingly so little inclined to buy pulp that the price of this expensive commodity has weakened, though this is the usual buying season. Still further weakness results from the prospect of an early receipt of the consignments which were held up in the German ships at Manila. No further advance on the 20 per cent. which pulp rose on the outbreak of war is therefore to be looked for.

Copper Market.
Kobe, Nov. 12.
The copper market still declines. It had been hoped that when London quotations were resumed there would be some improvement, but this hope has been disappointed. The Japanese quotation is Y29, and the stock of copper congesting the market still increases, while exports have almost ceased. There are about 20,000 tons on the market, which is very quiet. At the prices ruling it is not profitable for the producers to sell at all, and as there are hopes of an early rise the mine-owners are holding their output. In consequence the market is absolutely dead and lifeless. A few days ago the Mitsu Bishi sold 350 tons for export, and a little later the Mitsui delivered 300 tons on a contract. It is believed that bottom really has been touched at last and that a rise will follow. The result of the tenders invited by the Tokyo Military Arsenal for to-day is looked forward to with much interest. The quantity asked for is 800 tons, and it is feared that if the tenders are too low even the present depression may be exceeded. Holders of stocks are in a difficult position and have been appealing to the Bank of Japan for assistance. It is believed that on the result of the tenders largely depends whether the Bank will think it worth while to afford the assistance craved.

The appeal of the owners of copper mines for Government

NOTICES

ESTABLISHED 1865.

**SUN LIFE
ASSURANCE COMPANY
OF CANADA**Chief-Office for South China, 2 Des Vœux Road.
(Powell's Buildings) Tel. 1245.ASSURANCE IN FORCE OVER
£40,000,000.
FUNDS EXCEED
£11,000,000.

assistance has been mentioned in previous reports. This appeal, which was backed by Marquis Inouye, seemed, up to the end of last month, to have a very good chance of success, but dissension has arisen through the wealthier mine-owners not wishing to be associated with the scheme, which has in consequence been shelved. The other mine-owners, who wanted assistance, according to the *Mitsubishi*, are men of more than average means, and cannot be pressed for want of money, at any rate not to such an extent as to need immediate assistance. If these are helped, there are many others who will have an even better claim, so it was decided not to go on with the movement.

HOTEL LISTS.

Hongkong Hotel.

Abraham, E.S.	Hutchison D.L.
Allen H.C.	James M.T.
Alport C.M.	Jones M.T.
Anderson Mr & Mrs Joseph R.M.	Joseph E.M.
Athol L.	Kennard F.A.
Buckhouse J.H.	Lambert E.B.
Buermann S.	Langston A.
Buta E.R.	Lammon Edw.
Bellios, Mrs E.R.	Lloyd G.T.
Bell C.D.J.	Mancini C.
Benn G.A.	Mann P.R.R.
Bewick Mr & Mrs C.W.	Marriott, Dr. O.
Bishop Mr & Mrs A.T.	Matheson, Mrs R.
Black W.M.	Matheson, Miss M.
Black Mr & Mrs R.	Matafia F.
Borch Miss B.	Mereck J.
Brian-Bates H.	Meyer G.E.
Bridger Mr & Mrs E.	Middleton G.S.
Bridger J.H.	Mody H.N.
Brodoff C.H.	Morrison W.J.
Brooks C.B.	Moso F.P.
Campbell	Mosman M.
Cambridge A.J.	Ormiston J.
Cecil Madame	Pardac Capt. L.
Chaloner J.S.	Pedersen W.
Obernase, Baron	Pentreath Mr & Mrs
Chisholm Mrs E.	Powell G.M.
& Evansons	Preston A.M.
Clyton W.E.	Purvis A.
Conrad Dr. A.E.	Ray, Mrs F.
Conrad Arthur	Reay, Miss F.
Douglas D.S.	Ridder H.D.
Dowley W.A.	Rogerson, Miss
Duchworth F.T.	Rosenall J.P.
Duffy Miss M.E.	Roman The Miccos
Ehrenhoffs Mr & Mrs H.C.	Smith Mrs A.G.
Evensen E.	Smith W.H.
Fawcett Mr & Mrs J.	Smidt Campbell
Forster L.	Smyth Mrs F.
Fuller Denman	Smyth R.
Gallagher P.J.	Sorensen A.B.
Gibb J.	Spicer C.S.
Goulburn V.	Square Miss A.
Gould J.	Steckmets A.
Griffiths Misses (2)	Stevenson Mr & Mrs
Gittins Mrs G.	Swaffield H.E.
Hall Capt. T.P.	Taylor G.
Handley Capt. T.P.	Ulimani H.
Hannibal W.A.	Walker Capt. H.A.
Harris H.P.	White F.W.
Hartshorn J.E.	Wilson J.
Hancock H.E.	Wilson Mrs
Holmes A.	Wood F.W.
Hewett, Hon. Mr. E.	Wood G.G.
A.C.M.G.	Woolfe H.D.
Hodge W.J.	Wright Mr & Mrs
Hunter R.	Wright S.H.

PUBLIC COMPANIES

CHINA TRADERS' INSURANCE CO., LTD.

NOTICE.
The undersigned resumes charge from this date.
By order of the Board,

C. MONTAGUE EDE,
Secretary.
Hongkong, 23rd November, 1914.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.
The undersigned resumes charge from this date.
By order of the Board,

C. MONTAGUE EDE,
Secretary.
Hongkong, 23rd November, 1914.

LANCASHIRE INSURANCE COMPANY, now merged in THE ROYAL INSURANCE COMPANY, LIMITED.

Having been appointed Agents for the above Company, we are prepared to accept RISKS against FIRE at current rates.

DAVID SASSOON & CO., LTD.

Hongkong, 16th November, 1914.

Grand Hotel.

Allen F.	Enault Miss E.
Poch R.C.	Gibbs A.W.D.
Bond C.	Reynolds
Crew Mr & Mrs A.B. Sanderson R.	Welsman C.
Dale C.L.	Wenrich A.E.
Dunrich A.E.	Wright S.H.

Peak Hotel.

Armstrong Mr & Mrs W.	Jones Lee.
Koch Mr & Mrs.	Koch Mr & Mrs.
Backhouse	Lotson A.R.
Beard	McMunn Major
Bowen Major & Mrs	Mitchelmore Mr &
Bowdler Mrs	Mr. Mrs.
Carmichael Mr & Mrs	Pearce Mr & Mrs
Mrs.	Fenning
Cary M.	Fotts P.
Caulli Mr & Mrs	Plummer J.I.
Coppell Mr & Mrs	Fyne Major
Cowland	Roome Eng. Comdr
Cowan Capt. & Mrs	Sharp Mrs.
Ellis Mrs.	Sinclair A.
Ericksen Mrs.	Skeenor Mrs.
Felchins Major	Skott C.
Gibbons F.W.	Smith Mrs.
Gibson Mr. & Mrs A. Sorenson	Stewart G.F. Mr &
Hale B.A.	Wright G.M.
Hall Lt-Col G.	Wright Mrs.
Grissell	Weston Mr. & Mrs.
Hardman Mrs.	Whitfield Capt. and
Hazeland F.A.	Mrs.
Horbender Mrs.	Whicks Rev. & Mrs.
Hortzack Mr & Mrs	Williams E.
Humphreys Major	Willson C.
Iles Lt Col H.W.	Young
James	

King Edward Hotel.

Almond Mrs R.	Lennox Miss
Arnold J.	Lennox J.
Budge W.	Mayne C.W.O.
Cross Dr. O.T.	Murphy H.
Fothergill Mr. and Mrs	Passmore Mrs W.
Mrs.	Ramsey Mrs R.A.
Foy Mrs A.	Raworth A.B.
Hollingsworth A.H.	Rosser Mr. & Mrs.
Hunt L.S.	Sibree Dr.
Jackson Mr. & Mrs.	Skeen J.
Joseph J.	Soper C.H.
Karsdorp D.W.	Sterling W.A.
Kitching F.J.	Sylvester Mr. & Mrs.
Kraft Mr. & Mrs.	Thompson Mr.
Krebs Mrs. W.G.	Underwood Mr. and
Lauzon Mr. & Mrs.	Mrs. J.H.

THE HONGKONG TELEGRAPH, TUESDAY, NOVEMBER 24, 1914.

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BRANCHES:—

Bombay.	London.
Calcutta.	Manila.
Canton.	Panama.
Colon.	Peking.
Hankow.	San Fr. & Co.
Kobe.	Singapore.
	Yokohama.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS..... 4,060,000

(U.S. Gold) \$7,310,000

All kinds of FOREIGN &
LOCAL BANKING BUSINESS
transacted.

CURRENT ACCOUNTS open-
ed and FIXED DEPOSITS
received at rates to be ascertain-
ed on application.

N. S. MARSHALL,

Manager.

Hongkong, 22nd Oct. 1914

THE VOKOHAMA SPECIE BANK
LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000
Paid-up Capital ... " 30,000,000
Reserve Fund " 19,250,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Anhwei-Hsien	Newark
Boyu	New York
Changchun	Osaka
Chinkiang	Port Arthur
Fukien	San Francisco
Harbin	Shanghai
Hankow	Takao
Hainan	Tianjin
Liau-Yang	Tokyo
London	London
Lyons	Luangtan

Interest allowed on Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STARR

Chief Manager.

Hongkong, 22nd October, 1914.

TIME TABLE.

WEEK DAYS.

GERMANY'S 11-INCH HOWITZERS.

Giant Krupp Guns Which Reduced Antwerp.

At the siege of Antwerp, the Germans undoubtedly employed a number of the now celebrated 11-inch Krupp howitzers which they used before Liege and Namur.

It is only quite recently that we have received authentic details of these huge engines of war, which are officially known as the "Krupp 28 centimetre siege and field howitzers." Many wild conjectures have, however, been made from time to time as to their capabilities, and they have even been confused by some writers with the 42 centimetre (16.4 inch) gun.

They are very heavy weapons, the weight behind the special tractor made for hauling them being 16 tons. When set up for action, other appurtenances bring the total weight to no less than fifteen tons.

The 11-inch shell which is fired weighs 748lb. A number of powder charges can be used; the largest and most powerful giving a muzzle velocity of something less than 1,150 feet per second to the shell which it projects.

Easy to Operate.

The outstanding feature of howitzers, besides their great power, is that they can be fired from the ground without a special platform. It is possible to bring them to position and fire them on their wheels as they stand. It is usual, with heavy howitzers of this sort, to dismount them and erect them on a specially made platform, sometimes built on concrete. The curious design of the wheel—similar to that of the "caterpillar" traction engine—and the heavy trail make special mounting unnecessary with the Krupp 11-inch. It is said that even on soft ground one mat laid under the wheels are all that is necessary to permit of these howitzers being fired.

The Hungry Army.
"Half the bridge has been blown up by the Germans—who had supper on the remaining half afterwards."—*Daily Mail*.

One more proof that they must have been kept very short of rations.—*London Opinion*.

weapon could then be used at a distance of over six miles. The shell when projected from the howitzer at this angle would ascend into the air to a height of 9,000 feet (considerably over one-and-a-half miles), and would take 47 seconds in flight. It would have a remaining velocity of 650 feet per second and a striking energy of 4,700 foot-tones. The angle of descent would be 50 degrees; that is to say it would fall into the town at a rate 50 per cent. greater than the rate at which it was travelling horizontally.

So with the gun and the howitzer. Forts are invariably protected heavily against gun fire, so that although the energy developed by a field gun of large calibre is enormous, constant battering of the walls of the fort is necessary before much impression is made.

Directing the Shells.
The problem of where to direct the shells has been more or less solved by the advent of the air scout. An aeroplane observer can report to the howitzer battery, the commander of which can use charge and elevation to meet the occasion and render howitzer fire the more effective.

Angle of Fire.
As to the capabilities of this Krupp 11-inch, these can be readily gauged when we know the details of shell, charge, and elevation, such as have already been given. With these data to hand it is possible to obtain a fairly accurate idea of what the weapon can accomplish. A more or less intricate calculation has to be made, but the results attained are very close to the truth.

Suppose, then, the 11-inch howitzer were to open fire at an elevation of 20 degrees. Using the full charge, giving a muzzle velocity of 1,500 feet per second, the howitzer could be started at a distance of 7,300 yards (a little over four miles) and would drop a shell at an angle of 23 degrees within forty seconds. The shell in its journey would rise to something under half a mile in the air, and would take 23 seconds to accomplish the flight. The velocity with which it would fall would be 630 feet per second, equivalent to a striking energy of 4,500 foot-tones.

To take advantage of its extreme firing power, the howitzer would be fired at an angle of elevation of about 45 degrees. The

DIARY OF WAR.

(Continued from back of page 8.)

November 16.—Votes for £225,000,000 and for a million men passed by the House of Commons. Announced that H.M.S. *Canopus* is safe. German regiment annihilated south of Birschoote. Reported that Russian Fleet leaves Heligoland to give battle to the Germans.

November 17.—Prince of Wales leaves for the front. Mr. Lloyd George outlines financial proposals in House of Commons, including War Loan of £350,000,000.

November 18.—War Loan quoted from par to one-half per cent. premium. Japanese Ambassador leaves Constantinople. British Third Division shelled out of trenches, but brilliantly counter-attack and drive Germans back in disorder. German Fleet bombers Libau.

November 19.—Russians progressing in East Prussia and Galicia, but advance guards in Poland retiring. Division of Russian Black Sea Fleet engages the Goeben and Breslau, which disappear in mist after former is badly hit.

November 20.—German attack in France and Belgium less severe; snow falling in Flanders. Desperate fighting between Russians and Germans between the Vistula and the Warta.

Russians attacking strong points in East Prussia.

November 21.—British Admiralty announces elaborate system of mine defence on east coast. Australia taking steps to send unlimited number of men to the front. Russians inflict heavy losses on Austro-German forces between Czestochowa and Cracow. Russians bombard Black Sea port of Kholp, doing great damage.

November 22.—Canada enlisting an additional 50,000 men, bringing her forces under arms to 103,000. Lull still continues in France and Belgium, save for vigorous bombardment of Ypres by the Germans.

"The Hungry Army."
"Half the bridge has been blown up by the Germans—who had supper on the remaining half afterwards."—*Daily Mail*.

One more proof that they must have been kept very short of rations.—*London Opinion*.

Correspondence (including parcels) is being despatched as opportunity offers; but all services are irregular and uncertain, and all correspondence is liable to delay.

The parcel post service to France is suspended until further notice.

Notice is given that although every possible precaution is taken to secure the safety of all postal packages whilst in the custody of the post office, the postmaster general cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no letters, boxes, or parcels for Belgium, Brazil, Crete or Montenegro and no letters, boxes or parcels for Malta can be accepted for insurance.

The parcel post and insured letter system to Brazil is suspended.

The parcel post service to the United Kingdom is in full working order in both directions by the long sea route. The parcel post service to Egypt and certain countries mentioned, served by Egypt, is resumed for ordinary parcels only—Crete, Cyprus, Greece, Syria, Turkey, Italy, Algeria, Tunis, Switzerland and Libya) Tripoli.

War risks are not covered by postal registration or insurance.

The services to Germany, Austria, and Switzerland are suspended.

The mail from London (via Siberia) of Saturday, 24th Oct., is due to arrive here to-morrow.

The American mail is due to arrive here on Thursday, the 26th Inst., at noon.

MAILS DUE.

Siberian, 25th Inst.

American, 26th Inst.

MAILS CLOSE TO-MORROW.

Straits, Colombo, Suoz Port Said, Marseilles, & United Kingdom—25th 9 a.m.

Swatow—25th Nov. noon.

SILIMPON COAL.
BUNKERS

can be supplied at cheap rate

at **SANDAKAN & SEBATTIK** (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the war all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the public for inclusion in their ships' papers any bona fide correspondence letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide correspondence letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere en route to Hongkong.

7. The above regulations will not affect the licensed, private letter boxes carried between Hongkong and Canton by the vessel belonging to or managed by the Hongkong Canton & Macao Steamboat Company.

FROM DECEMBER 1ST 1914 THE PEAK PILLAR BOXES WILL BE CLEARED AT THE UNDERMENTIONED TIMES:

No. 1 ENTRANCE TO VICTORIA CAPTAIN STATION, WEEK DAYS, 8.30 a.m. 2.00 p.m., SUNDAYS, 9.05 a.m.
No. 2 MOUNT KELLET ROAD OPPOSITE THE ENTRANCE TO DESVILLE, WEEK DAYS, 8.35 a.m., 2.20 p.m., SUNDAYS, 9.25 a.m.

No. 3 JUNCTION OF GOUGH HILL & ABERDEEN ROADS, WEEK DAYS, 8.30 a.m., 2.25 p.m., SUNDAYS, 9.30 a.m.

No. 4 JUNCTION OF GOUGH HILL AND PLANTATION ROADS, WEEK DAYS, 8.45 a.m., 2.40 p.m., SUNDAYS 9.45 a.m.

No. 5 AT VICTORIA HOSPITAL WEEK DAYS, 9.00 a.m., 2.55 p.m., SUNDAYS, 10.00 a.m.

THE FIRST COLLECTION WILL BE SENT OUT WITH THE 10.00 a.m. DELIVERY, AND SECOND COLLECTION WILL BE SENT OUT WITH THE 4.00 p.m. DELIVERY FROM THE G.P.O.

THE SUNDAY COLLECTION WILL BE SENT OUT WITH THE 11.30 a.m. DELIVERY FROM THE G.P.O.

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The parcel post service to France is suspended until further notice.

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At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

SHIPPING NEWS.

ARRIVED.

Jade, Br. ss. 285, J. Pannier, 24th inst.—Haiphong, 20th inst., Rice—W. Jack.

Nellore, Br. ss. 4,700, J. Gaunt, 24th inst.—Yokohama, Jan.—P. & O. S. N. Co.

Haimun, Br. ss. 611, Stewart, 24th inst.—Swatow, 23rd inst., Gen.—D. L. & Co.

Yatshing, Br. ss. 1,480, F. E. Jarrett, 24th inst.—Singapore, 17th inst., Gen.—J. M. & Co.

Yuenlong, Br. ss. 1,128, Tough, 24th inst.—Manilin, 21st inst., Gen.—J. M. & Co.

Onsang, Br. ss. 1,718, P. Rose, 24th inst.—Bangkok, 15th inst., Rice—O. R. & Co.

Tilhini, Dut. ss. 3,018, W. H. Lop, 24th inst.—Java, 15th inst., Sugar—C. J. L.

Tilwong, Dut. ss. 3,016, A. Oldenburger, 24th inst.—Java, 16th inst., Sugar—C. J. L.

PASSENGERS ARRIVED.

Per s.s. Yuensang from Manilla—Messrs. Chas Booth, Mr. & Mrs. Silva Feixina, M. A. Marguery, Max Soly, S. Ohta, Chas Anderson.

Per s.s. Nellore from Shanghai etc.—Messrs. J. A. Gray, G. Summers, Lt. & Mrs. C. R. H. Rymer, A. David, Mr. & Mrs. Sheldon, Mr. & Mrs. Landale, Miss Allouby, Miss Scott, Mrs. Grant, Sir Paul Chater, Mrs. Jackman, Mrs. Kiddie, Miss Osbourne.

China Coast Meteorological Register.

24th Nov., a.m.

PASSENGERS DEPARTED.

On Nov. 21.—For Australia, etc., Mr. J. E. McClelland, Miss A. Bloman, Miss E. A. Sloman, Mrs. A. Miller, Misses Griffith, Miss Hickey, Messrs. P. & C. Clark, I. McCallum, I. W. Wilson, Nathan, A. G. Zuboh, Miss E. L. Wilson, Mr. F. H. M. Ryerlyngton, Kanesaka, Mrs. Takakawa, Mr. & Mrs. Maruta, Mr. & Mr. Caricolo, Mr. & Mrs. Caricolo, O. Caricolo, T. Verocchio, M. M. Caricolo, T. Takakawa and Mitani.

FRIDAY, 17th Nov.

Swatow, Amoy & Foochow 27th inst., 1 p.m.

SATURDAY, 18th Nov.

Hoihow, Pakhoi & Haiphong—28th inst., 5 p.m.

SUNDAY, 19th Nov.

Swatow 29th inst., 9 a.m.

THURSDAY, 1st Dec.

C. J. L. 1st Dec., 1 p.m.

Friday, 2nd Dec.

Straits, Ceylon & Europe 2nd Dec., 9 a.m.

SATURDAY, 5th Dec.

Streets, Burmah, Ceylon, Aden, India, Aden, Egypt, and Europe 10.30 a.m. to 11 a.m. Extra Passage 10 cents. (Letters posted in all the Pillar Boxes will be included in this contract mail). The parcel mail will be closed on Thursday, the 4th Dec., at 8 p.m.—5th Dec.

THURSDAY, 8th Dec.

Philippines Islands, Australia, Tasmania, New Zealand, 1st Dec., 11 a.m.

Port Darwin & New Guinea via Thursday 1st—8th Dec., 11 a.m.